

ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 1989

USS *Wasp*
coming on line



Aerographer's Mate 2nd Class Shari Jones releases a weather balloon at Naval Air Station Cubi Point, Republic of the Philippines. The balloon will send back data on air pressure, temperature, dew point and wind speed from an altitude of almost 50,000 feet. Photo by PHC Chet King.



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ALL HANDS

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Photo by JO1 Lee Bosco

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Front cover: The first in her class, USS *Wasp* (LHD 1) awaits commissioning at Ingalls Shipbuilding in Pascagoula, Miss. See story, Page 20. Photo courtesy of Ingalls Shipbuilding.

Back cover: Navy lacrosse goalie, Midshipman Tim Spollen, watches the game closely waiting for his turn to get on the field. See story, Page 27. Photo by PH1 Chuck Mussi.

News You Can Use

Navy espionage hotline

The Naval Investigative Service has established a new toll-free, 24-hour-a-day espionage hotline.

If you are stationed in Conus and suspect espionage or security violations, notify NIS at 1-800-543-6289. In the Washington, D.C., area, call (202) 433-9191. For those stationed overseas, contact the nearest NIS office.

Espionage and security violations can include the unauthorized removal of classified materials from secure areas, contact with Soviet or Warsaw Pact foreign nationals, unauthorized copying of classified documents or any unauthorized disclosure of classified material.

Other situations that may indicate breaches in security are personnel requesting documents that they have no authorized access to or discussion of classified information on non-secure telephone lines.

Remember, the old adage "Loose lips sink ships" still applies in today's Navy. □

Health

New health screening procedures announced

The Navy will soon change physical exam requirements.

A recent Naval Medical Command study has determined that younger sailors have fewer serious medical problems.

Therefore, the Navy has revised the examination schedule by reducing the frequency for those individuals in the low-risk category.

The revised schedule is as follows:

- 17- to 24-year-olds — one examination.
- 25- to 49-year-olds — every five years within 30 days of birth date, beginning at age 25.
- 50- to 59-year-olds — every two years within 30 days of birth date, beginning at age 50.
- 60 and older — annually within 30 days of birth date.

Personnel issues

New service record entry

Navy recruits will now have a measure of their reading ability recorded as a Page 13 entry in their service records. The new entry will allow commanding officers to take action to assist individuals who might have difficulty with training manuals or advancement exams.

A sailor's reading grade level is determined from the word knowledge and paragraph comprehension sections of the armed services vocational aptitude battery. The service record will also indicate if a sailor received academic remedial training during recruit training.

According to Navy manpower officials, the overall quality of Navy recruits is high, but poor reading skills are a problem for many sailors, even among high school graduates.

A reading skills package will be distributed soon to help commands conduct effective remedial reading and tutoring programs. □

Dependent scholarship program

The new *Dependent Scholarship Booklet* (NavPers 15003-Q) will be available after Sept. 30, 1989. Scholarships are available from service-connected organizations for family members of active, retired or deceased Navy, Marine Corps and Coast Guard members. For a copy write Commander, Naval Military Personnel Command, Code 643S, Washington, D.C. 20370-5643. □

Service members involved in special duties or circumstances requiring more frequent physical exams are subject to applicable current directives.

The health screening process includes:

- Complete physical exam and, after age 25, cholesterol testing and electrocardiogram.
- Blood pressure checks and health questionnaire during annual dental exams.
- Risk factor screening prior to semi-annual physical readiness test, except for Marines.
- Annual Pap smear, pelvic examination and manual breast examination for all women.
- Screening mammography for women at ages 35, 40, 43, 46, 49 and annually after that.
- Annual test for blood in stool after age 35.
- Glaucoma screen during eye examinations every two years after age 40.

Adverse or abnormal findings will be documented in health records and, if necessary, referrals will be promptly initiated. For further information refer to AINav 67/89. □

Pay and allowances

VHA increase

Sailors saw more money in their paychecks by July 15, 1989, because of the variable housing allowance increase effective June 1, 1989.

Because VHA spending for FY89 was below the imposed ceiling, the increase is designed to maximize the amount of VHA that service members will receive for the remainder of FY89 while remaining within the FY89 funding ceiling.

Maximum levels range from \$15.68 per month for admirals (with dependents), to \$2.68 per month for E-1s (without dependents). The amount of the raise is based on paygrade, marital status and duty station.

The revised rates will remain in effect until Jan. 1, 1990, when a 3.6 percent increase is expected. If granted, VHA rates will be adjusted Jan. 1, 1990, to reflect the increase. □

Voluntary tour extensions

Sailors with planned rotation dates in FY90 may now extend their current tour for one year.

If you are serving in Type 2 through 8 duty and have a PRD that falls between Oct. 1, 1989 and Sept. 30, 1990, and have not received follow-on orders, you can apply for an extension. Certain ratings on Type 1 duty (see NavOp 65/89) may also apply.

Officers may submit a request citing NavOp 65/89, with command endorsement to Commander, Naval Military Personnel Command by April 30, 1990.

Petty officers must submit an enlisted personnel action request (NavPers 1306/7) citing NavOp 65/89 as a reference, with command endorsement to CNMPC (NMPC-461E) with a copy to Enlisted Personnel Management Center by April 30, 1990. Non-designated seamen, airmen and firemen must submit a Navgram request with command endorsement to EPMaC info CNMPC (NMPC-463E).

The final decision for all requests will be based on individual desires, command readiness and fleet balance. □

Stressed out?

September is stress management and cholesterol awareness month. Stress is a major, contributing factor to many different serious illnesses. The way you react to stress depends on your level of self-awareness and coping techniques: "Learn to roll with the punches." See the article, "Coping with stress," on Page 14.

A simple blood test will determine your cholesterol level.

The National Institute of Health recommends adults have cholesterol levels less than 200 mg/dl. □

Sailor SecNav

H. Lawrence Garrett III has close ties with the deckplates.

Story by JO2 Chris Price

A sailor, stationed in Washington, D.C., is concerned about the welfare of fellow sailors around the world. He can't serve close to his shipmates at every shore and fleet station. However, he still aims to encourage them with letters, periodic visits and above all, with his utmost support in every facet of their Navy careers, especially in fighting for the best quality of life for their families.

The newly appointed Secretary of the Navy, H. Lawrence Garrett III, is a former Navy enlisted man who's concerned about the needs of sailors and Marines in the fleet, and issues that matter to them. He's promised to protect funding for people programs at all costs, despite "new opportunities abroad, and fiscal austerity at home." Garrett made the statement shortly after being sworn

in as Secretary of the Navy on May 30 at the Pentagon.

He replaces William L. Ball III, who served as SecNav since March 1988. Supreme Court Justice Anthony P. Kennedy officiated at Garrett's swearing-in ceremony.

Garrett, age 50, is married, and the father of two. He and his family live in Oakton, Va. Garrett joined the enlisted ranks in 1961, and eventually qualified as a machinist's mate and submariner.

He was commissioned in 1964 after earning a bachelor of science degree in business management from the University of West Florida in Pensacola. As a Naval Flight Officer, Garrett served with VP 50 in Vietnam. Later, he attended the University of San Diego, where he graduated with a law degree before joining the Navy's Judge Advocate General's Corps.

His numerous positions have included Force Judge Advocate to the Pacific Fleet submarine force and head of the Standards of Conduct Branch of the Navy Judge Advocate General. He participated in the drafting of the Ethics in Government Act of 1978. In 1981 he was detailed to the White House as assistant counsel.

Garrett retired from the Navy in 1981 after 20 years as an enlisted submariner, naval aviator and Navy lawyer. He later became associate counsel to President Ronald Reagan, and then general counsel of the Department of Defense. He replaced James F. Goodrich as Navy Undersecretary in August 1987.

Garrett stated at his swearing-in that his association with the military has left him with two convictions — that the nation's greatness depends on a strong defense, and that a strong defense depends on quality sailors and Marines. □



Photo by PH1 Harry Gerwein

Price is a writer for All Hands.

Navy safety

How safe is the Navy? All Hands asked the head of the SecNav's safety office.

Story by W.W. Reid

In less than a month — between mid-April and mid-May — the Navy suffered a series of serious accidents that made many people wonder how safe Navy duty really was.

On April 19, 47 sailors were killed aboard USS *Iowa* (BB 61) in a gun turret explosion. Only a few days later, five sailors were killed aboard USS *White Plains* (AFS 4) in an engine room fire and shortly thereafter, two more sailors died, this time aboard

USS *America* (CV 66), in an aviation fuel fire.

To learn more about these accidents and what, if anything, they mean to any overall assessment of safety in the Navy, *All Hands* visited with the Deputy Undersecretary of the Navy for Safety and Survivability, Joe Taussig. "The investigation of these accidents is not yet complete, and it will be difficult to make any overall assessment until those reports

are complete and thoroughly reviewed," Taussig said. "But there is not any indication at this time that there is a common denominator in

USS *America* crewmen pay tribute to Aviation Boatswain's Mate 3rd Class Richard E. Childress and Airman Recruit Larry J. Brunson during a memorial service. Fire claimed the lives of the two *America* sailors.

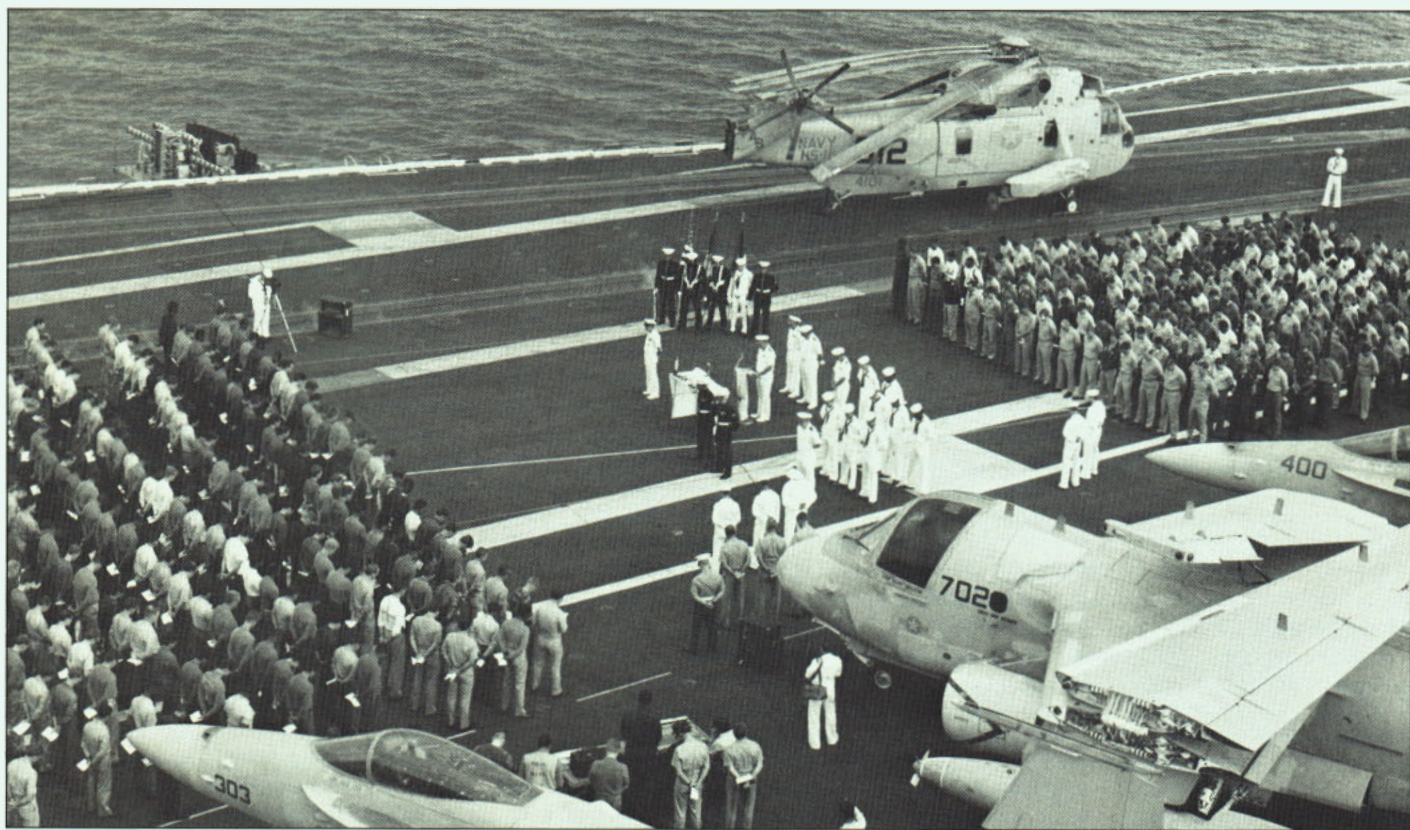


Photo by PH3 Robert Heller

“As dangerous as it is, duty in the Navy is as safe as it can be.”

these accidents — no reason to believe that there is any single problem, or any related series of problems that caused these particular accidents to occur at these particular times.

“We will go for months or years without any serious mishap,” Taussig said, “but that doesn’t mean the work isn’t dangerous. Then we will have an accident, or perhaps more than one,” he went on. “But that doesn’t necessarily mean the work has suddenly become more dangerous or that our sailors have become less safe.”

Taussig maintained that the Navy’s safety record in recent years, even including the recent accidents, remains excellent. He explained that the Navy has done as well as it has in the area of safety and survivability because it has been able to benefit from lessons learned. “One of the best cases in point,” Taussig said, “was USS *Stark* [FFG 31] and USS *Samuel B. Roberts* [FFG 58].”

Taussig pointed out that the survival of *Stark* following the Iraqi missile attack was only made possible by the courageous efforts and excellent training of the ship’s crew. During the investigation in the aftermath of that incident, the Navy discovered many things that would make the ships sailing the Gulf safer and more likely to survive.

“One of the most important things,” Taussig said, “was our discovery of the usefulness of luminescent paint. We used these paints on the ships that followed — *Roberts* was one of those — to help sailors find their way to exit routes and important damage control equipment even in heavy smoke or complete darkness,” he said. “And those special paints and coverings — as well

as the excellent damage control lessons learned that were passed on in the schools and included in shipboard drills — were major contributing factors in *Roberts*’ heroic survival after she struck a mine in the Persian Gulf.”

But the observations on how well the Navy investigates and learns from accidents does not really address the question of why there *are* accidents. To the question: “How safe is the Navy?” Taussig has a ready response.

“I think it’s very safe indeed,” he said, “given the nature of our service, which, because we handle weapons, explosives, aviation fuels and the like, *is* inherently dangerous. Taking this into consideration, I think our safety record is excellent and I think

the long-term statistics bear me out. Accidents *will* occur,” he went on, “and we will do everything in our power to, number one, prevent them, and number two, minimize those that do occur and number three, thoroughly investigate and learn about any accidents we do have and take what we learn to make our procedures more safe.

“But overall,” Taussig added, “I have to say that, as dangerous as it is, duty in the Navy is as safe as it *can* be.”

Taussig was quick to point out that statistics, however accurate and informative they may be, are not always very comforting. “It doesn’t do much

Six *White Plains* crewmen died in an engine room fire in May: Boiler Technician 3rd Class Muoi Cao, Fireman Apprentice Todd A. Follis, Machinist’s Mate Fireman Apprentice Paul D. Novotny, Fireman Apprentice Darryl D. Edwards, BTFN Baxter Lesarley and BT2 (SW) Jon D. Ruhmel.



U.S. Navy Photo

good," he said, "for me to tell someone who has lost a son or a father or a husband that our accident rate is very low, at such-and-such a percent of our total at-risk workforce, because we have to remember that, however low our overall percent of casualties may be, that single casualty is still 100 percent of that family's loved one. We never want to forget that.

"Nonetheless," he continued, "I think it's important that families and loved ones — and sailors themselves — all know how much work goes into the safety program in the Navy, and how successful that program is.

"And I think it's important," Taussig said, "for the people waiting at home for their sailors to return to understand what an ongoing, day-in, day-out, fully concentrated safety effort is carried out on behalf of their loved ones in the fleet.

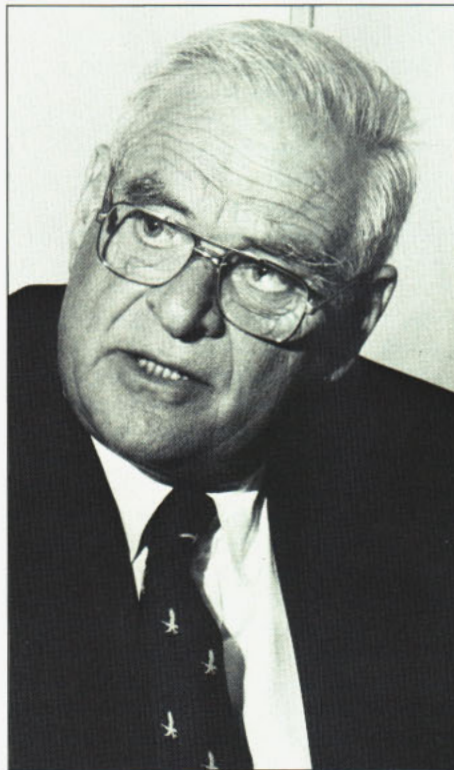
"At the same time," he added, "everyone has to be realistic about the nature of our service — they have to realize that keeping the peace on the high seas is often risky business."

The Navy, under the lead of Taussig's office, is constantly striving to reduce those risks to the practical minimum. "We have a dedicated staff of experts here in Washington," said Taussig, "that form the nucleus of an organization that extends throughout the fleet. They are constantly working to ensure safety in the Navy."

Taussig noted numerous cases of improved safety practices, better equipment, more rapid procurement of badly needed safety items, all taken care of in recent months by the office of safety and survivability.

"From *Stark's* incident alone," he said, "we put in place over 47 new items and procedures that greatly improved a ship's ability to withstand the threat in the Persian Gulf.

"But the fleet sailors should not rely on the efforts of safety organizations to make things safer for them," Taussig said. "They have to take the



Joe Taussig

initiative themselves and take responsibility for their own safety and survivability.

"The best advice I could give to our sailors out there," he continued, "is to study and learn and train — constantly train — in the art of saving yourself and your shipmates. Get to know your shipmates," he added. "Learn not only your job and what you have to do in an emergency, but get to know something about what your buddy has to do in that same emergency." Taussig said that this wide-ranging knowledge of damage control jobs among all crew members was one of the key elements in the successful damage control effort of *Roberts*. "Everyone on that ship was so thoroughly trained in damage control that they knew their jobs and a

"Study, learn and train — constantly train — in the art of saving yourself and your shipmates."

couple of other people's besides," he said. "That thorough damage control knowledge made the difference for *Roberts*."

For families and friends concerned about the safety of their loved ones on the high seas, Taussig had some advice. "Rest assured," he said, "not in the knowledge that Navy jobs are all safe jobs — because they aren't always — but rest assured in the knowledge that there is an enormous, and very successful, effort to make all those jobs, no matter how dangerous, as safe as possible.

"Sometimes people may say to themselves, when they hear about accidents in the fleet, 'Why isn't somebody doing something?' Well, the answer is that somebody is doing something," Taussig said. "A large number of people are hard at work all the time — whether there are accidents occurring or not — to make life and work in the Navy as safe as possible. It's our primary concern, it's our constant effort, it's my top priority. And whatever is happening on a day-to-day basis, whatever you may hear about or read about, everyone can be confident that we are working as hard as we can to make it safe as it can be out there." □

Reid is the editor of All Hands.

Soon after dusk, darkness cloaks the Navy A-6E as it descends from 20,000 feet. Lights from communities far below, tiny pinpoints, flicker as stars above begin to dot the sky. Cruising at 300 knots, man and machine are both operating at peak performance levels. Pilots say, at times like these, a flyer's life takes on a dreamlike quality.

The red fire-warning light becomes an alarm clock and shatters the peaceful mood in the cockpit.

Despite years of training and the cool head of an experienced jet pilot, the pulse quickens and sweat flows. There is work to be done.

The procedure, committed to memory long ago, unreels. "Follow the checklist: bleed-air isolation valve — gang bar off, bleed-air circuit breaker — in, aft bleed light — lit, secure engine. Tell someone."

To the pilot, as he follows his pocket checklist and single-engine landing procedures, the problem aboard the aircraft is immediate, it is the only problem in the world. All concentration is devoted to handling the situation.

"Pax approach, this is NK 307, squawking 7700, 50 miles south-southeast, declaring an emergency, I've got a fire warning light."

Nearly 50 miles away, in the radar room at Naval Air Station Patuxent River, Md., the controllers are guiding dozens of aircraft through the night sky. To them the problem in NK 307 is not the only problem in the world. But the Navy air traffic controllers will treat it as though it was.

"November Kilo 307, Pax approach. Radar contact 50 miles southeast, state your intentions."



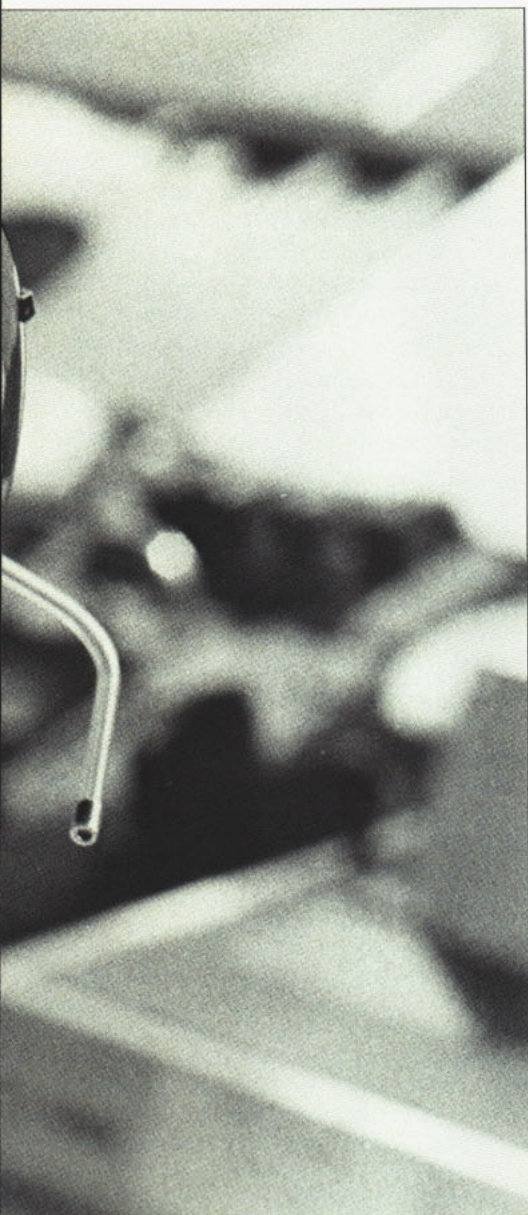
AC2 Wanda Snell, one of the voices of Navy air traffic control, finds the job "challenging, but rewarding."

The process has begun. While the pilot grapples with his aircraft, he relays vital information to the controllers. He wants a precision approach to an arrested landing. The controllers become part of the crew of the aircraft and will work as hard as the pilot to bring the A-6E safely on deck. If everyone remains alert and does what they've been trained to do, a disaster may be averted.

This is the role of the Navy air traffic controller. Whether at sea or at a shore facility, the safe, expeditious flow of air traffic is their responsi-

bility. They take that responsibility seriously. Chief Air Traffic Controller Jim Abrams, a Navy controller with 11 years experience, sees the job as an important partnership with the aviators. "During an emergency situation the pilot has his hands full flying the aircraft. We do everything we can to lessen his workload," he said. "Together with the pilot we devise a plan and make it happen."

An emergency situation is not something that controllers look forward to. For Navy controllers most days pass without incident. They train to be prepared for any situation but most shifts in the control tower or radar room at a busy facility like Patuxent River pass uneventfully.



Voices in the skies

*Teamwork, training and trust
bring shipmates safely home.*

Story and photos by JO1 Lee Bosco

Even so, they know that each take-off and landing has the potential to become a hair-raising experience.

"Navy pilots are a very professional group of men and women. We, as ACs, are also part of a professional organization," said Air Traffic Controller 2nd Class Michael P. Therrien. "Both pilots and controllers need to be alert every minute on the job. That's what makes the hours of take-offs and landings go by smoothly."

Petty Officer Therrien is a tower watch supervisor at Pax River. He is what some veteran controllers call "ate up with it." He lives for the job. He loves the work and has found that air traffic control gives him a feeling that no other job can.

"I like it best when the tower is busy, really hopping. I'll get an A-4 and an A-7E in the pattern and then add a couple of F-18s bouncing on the intersecting runway. We work cross-traffic here at Pax, so we usually have a lot of things going on at once. Local control, with jets zipping around the pattern, that's what I enjoy," he said.

Cross-traffic is simultaneous operations on two intersecting runways. High-speed operations of this type demand that the four-man crew in the tower work as a team. The local controller is in charge of the tower pattern and the local control area. The ground controller is responsible for all aircraft and vehicles operating on the airfield. The controller who coor-

dinates all incoming and outbound aircraft mans the flight data position. These three controllers operate under the watchful eyes of the tower section supervisor.

"Teamwork is the key," said Abrams. "The controllers in the tower constantly pass information among themselves and that information has to be shared with the pilots in the air and the controllers in the radar room. Everyone — pilots, controllers and ground support personnel — have to know what's going on."

LTJG Douglas A. Herrick flies Navy C-130's for VQ 4. Due to the complexity of his squadron's mission, he says he requires special handling from the air traffic control facility.

Voices in the skies

"The nature of the squadron's work often requires no-notice route changes. This can really upset things for the controllers, but they always work with us in a most professional manner," he said.

Herrick has witnessed the teamwork between pilots and controllers in a real-life crisis situation. "A civilian light aircraft lost power over the Patuxent area. The air traffic controllers vectored a Navy A-7E to help the civilian," he said. "The impaired aircraft made an emergency landing in a field as the A-7E relayed its position to the tower. Navy controllers had already alerted the search and

rescue helo. The incident ended without injury to the civilian pilot and he was quickly picked up by Navy search and rescue personnel.

"I think actions like these point up the value of the close teamwork necessary in naval aviation," he said.

Teamwork between pilots and controllers is important, but just as crucial is the coordination between the two major factions of the air traffic control facility: tower and radar.

Fifty feet beneath the control tower cab, AC1(AW) Ed Jakowski sits bent over his approach control console. The large radar scope casts an eerie green light, illuminating the face of

the senior air controller on duty.

His voice beats out instructions in rapid-fire staccato bursts. His fingers roam a keyboard on the console in front of him, pushing buttons that are all-important to the accuracy of the radar data displayed before him. His foot repeatedly bounces on and off the foot pedal that keys his microphone. He looks like a kid in video game heaven.

He is controlling 20 airplanes.

Heard all at once, in the radar room, Jakowski's words make no sense at all. But to the pilots in the individual aircraft in the skies above, his instructions are crystal clear.



In order to be qualified to work approach control at Pax River, a controller must master eight other positions in the radar room. Qualifications range from non-control coordinator positions to precision approach and finally approach control. That position is regarded as the most difficult to master for ACs.

"Approach control is as close to pure air traffic control as I can get while stationed ashore," Jakowski said. "For me, carrier operations are the real deal. The ship is moving and turning and sometimes there's no shore station nearby. The ship may be the only landing platform available.

"The aircraft, and there are lots of them, are at close intervals and that reduces any margin for error," said Jakowski. "That's pure air traffic control."

AC1 Naomi Hite calls the traffic at Patuxent River the most complex she's had to control. She is one of a handful of controllers to currently be approach-control-qualified at Pax. "We have one of nearly every type aircraft that the Navy flies. We have to be familiar with a wide range of aircraft capabilities and limits," Hite said.

Hite says the job demands confidence. "If you don't have it, you'd better get it. Sometimes the job can bring out the confidence people have in themselves, but you are better off in this line of work if you go in already believing in your ability to do this job," she said.

Jakowski, who has controlled traffic aboard USS *Saratoga* (CV 60), also cites confidence, and adds "instinct" and "the ability to visualize" as crucial to today's Navy controllers.

"There is a lot of book work involved in ATC but a good controller is able to use his instincts when it

comes time to apply that book work," he said. "The ability to think three dimensionally is something that can't be taught. Most people are able to visualize, but that talent has to be brought out in an air traffic control environment. It's a big part of the job."

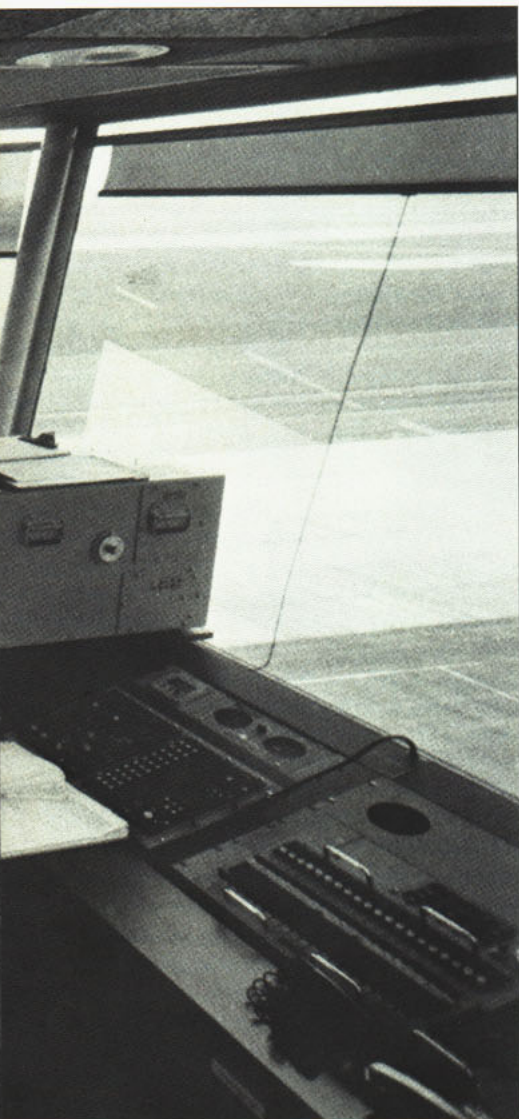
Newcomers are usually impressed with the amount of training that takes place at any air control facility. Training is the lifeblood of the Navy air traffic control community.

"Just as in every other rating in the Navy," Abrams said, "senior qualified people teach the new ones. As soon as an AC becomes qualified at any position, he or she becomes an instructor. So even after a controller masters every one of the 14 positions in both radar and the tower, he has to continue to train the people still trying for qualification," he said. "The ideal situation would be for every controller to be qualified in every position, but that's not going to happen. Time constraints and people's own learning abilities make it impossible."

There are some things that many ACs would change about the rating if they could. The intense need for constant training could be streamlined if the controllers themselves had more instruction on the art of being an instructor. But this is more easily said than done. "To take controllers out of the facility and send them to instructor school for even a short period of time would have an adverse impact on the services we provide," said Abrams.

Another point brought up by senior controllers is the loss of air time once they become chief petty officers. Some don't want to give up the microphone for what they see as a desk job.

Far left: Controllers guide Navy pilots safely home. Left: The control tower houses the tower "cab" and, 50 feet below, the radar room.



Voices in the skies

"My dream job would be to make chief and continue as a watchstanding controller," said AC1 Gary LeBlanc. "I love the work and could go on controlling indefinitely."

LeBlanc's dream is a common one

Below: Cockpit view of the approach to Navy Air Traffic Control Facility, NAS Patuxent River. Below right: AC2 Therrien.

shared by most 1st and 2nd class controllers. And it is possible that he'll get his wish.

Naval Air Station Patuxent River's Air Traffic Control Officer is LCDR L.N. "Dutch" Homan, a former chief air traffic controller himself. Homan would like to see LeBlanc's dream come true.

"I would love to have chief petty officers as section leaders in each watch

section," he said. "That way they would remain current in control positions — it would be a great situation. They have years of experience that could be passed on to the younger controllers. Right now we haven't got the chiefs to do that. I'm hoping that will change and the community gains 50 or 60 chiefs off the next board," Homan said. "When we make a few more chiefs, I'll be the first guy in line



to use them as section leaders."

Abrams, the ATC's leading chief petty officer, has adjusted to the management needs of the air traffic control community in the Navy.

"Sure, I'd love to be back on the boards, pushing metal," he said. "Most controllers would. But the community needs good managers just as much as it needs good controllers. It's my job to adjust the watch bill,

establish good training guidelines and take care of the distracting details so the airplanes can be moved. It still comes back to teamwork. My job on the team may have changed a little bit when I made chief, but the mission of the team remains the same. Our goal is the safe, orderly and expeditious flow of air traffic."

Many ACs feel that more contact with pilots in the briefing room and visits by pilots to the control tower and radar room would help the pilots understand what happens to them in the control zone.

Navy C-130 pilot Herrick agrees. "We need close communication with the ACs," he said. "The service they provide is easy to take for granted. Visits to the tower and radar room help us understand their workload and that can only help us with safety. We as pilots need to be constantly alert to help controllers do their job," Herrick added. "After receiving professional service day in and day out, both pilot and controller have to watch out for the one time in a thousand when somebody makes a mistake.

"We put a lot of faith in the air traffic controllers. We count on them and we trust them," said Herrick.

To the air controllers at Pax River the word "trust" is what it's all about — they trust the pilot to take direction from the controller. And they ex-

pect the pilot to trust that the directions are safe and in his best interest.

"The pilots need to be confident in our abilities to get them up in the air and back down safely. They can't doubt the information that we give them," said Therrien. "When it comes down to it, air traffic control is just shipmates helping shipmates. You have to be able to trust your shipmate."

Controllers use specific language when they direct aircraft through the skies. Pilots use the same language to avoid misunderstanding. Things are moving quickly and mistakes can be costly. "Cleared to land, cleared for take-off, climb and maintain" — these phrases must mean exactly the same thing to pilot and controller.

Controllers are just as specific when describing themselves:

"Controllers need to be able to think quickly."

"We have to be problem solvers."

"A controller has to be outgoing — a recluse is not going to cut it in ATC."

"You have to be able to handle stress."

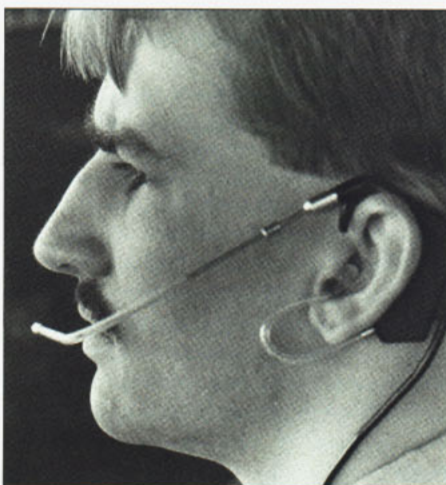
At 11 p.m., long after the emergency landing of NK 307, the evewatch gives way to the oncoming mid-watch. During the passdown brief, only the essential facts are covered on the recovery of the A-6E with fire on board.

Tomorrow, when the crew returns for its next shift in the control tower and take their places in front of the radar screens, the crisis of the day before will be all but forgotten.

The lessons learned will be remembered but the incident will become just another tough situation that was dealt with in the most professional way they knew. The incident for them was routine, nothing for them to dwell on.

But that pilot *will* remember. He'll remember for a long time. □

Bosco is a photojournalist with All Hands.





Coping with stress

Recognize stress as unavoidable in today's high-tech, fast-paced society.

Story by JO1 Frank Herrick

From the beginning of human history, it seems each era has been plagued by an illness that took a heavy toll in human life.

In the Middle Ages, European civilization was decimated by a plague that swept over the continent. Tuberculosis took a heavy toll in the early 20th century and polio was only conquered shortly before man landed on the moon. As modern medicine is winning battles in the war on cancer, AIDS is posing a new threat.

As technology advances, many human illnesses have retreated . . . it seems.

But today, it is becoming clear that the same advanced technology that was an ally in defeating other diseases may be the direct cause of a more insidious threat to our health — stress.

Technology increases the information flow, both in terms of the amount of vital data bombarding us, and the speed with which important decisions based on that data must be made. Technology brought advances in medicine, national defense, enter-

tainment and just about every other aspect of modern life. Technology quickened the pace of life for many of us and increased our stress levels.

While most of us may now consider stress a normal way of life in a fast-paced society, it has become recognized as a major cause of decreased productivity, depression, family disputes, suicides and health problems that range from the simple "blahs" to fatal heart attacks.

CDR Stephen J. Kelly, a psychologist and head of the Health Promotion Branch, Health and Physical Readiness Division, NMPC, said stress is "a lot like metal fatigue.

"You can see what external pressures do to the metal of an aircraft," he said. "Stress can do the same thing to the body and mind. You can handle low stress for a long time, but if you have high stress and can't resolve your problems, your physiological system will begin to break down."

A study of the problem in civilian industry during the mid-1970s showed tremendous financial losses caused

by over-stressed employees whose productivity dropped and absenteeism increased.

The Navy has not escaped that trend. Indeed, by the very nature of its mission and duties, the Navy may face a much tougher task of coping with and managing stress.

To support the Navy's missions, sailors often must operate under some of the most stressful of all conditions — where life and death decisions may have to be made in fractions of a second.

Many civilian occupations are also high-pressure, but the Navy has the added stress of isolated deployments, sea duty, increased readiness demands and periodic uprooting of personnel and family as they move from station to station during their careers.

Commanding a ship, landing a plane on a rolling aircraft carrier, detailing thousands of sailors to their next duty assignments, meeting recruiting quotas, routing hundreds of sensitive documents, patrolling at great depths below the ocean's surface,

Coping with stress

handling high-explosive materials or interpreting the blips and squawks of a radar or sonar screen: these are just a few of the high pressure jobs that can bring stress to anyone who chooses a career in the Navy.

The negative affects of stress are not apparent. Stress can be insidious and cause serious illness. If you develop a headache and your skin breaks out in a bright red rash, you probably don't think about stress as a cause. Just as the victims of negative stress may not realize the root of their problem, supervisors may not suspect decreases in productivity of their employees as the result of overload.

Take the job of a radioman, for instance. It sounds fairly relaxing, "no heavy lifting," as they say. Physically, perhaps, but mentally the "lifting" is a lot heavier than it looks.

Radioman 2nd Class Dean W. Spahr, assigned to the Navy Telecommunications Center in Washington, D.C., doesn't notice the stress, but it's there.

"We handle 400 to 500 messages per day, 365 days a year," he said in describing his job. "You have to be concerned about high precedence messages, but other than that, it's fairly normal. I like this job, it's pretty good."

Pressures? "Sometimes I do bring it home," Spahr said. "I wonder if there's anything I forgot."

It may be cumulative, the illness building slowly and going unnoticed in our daily lives. Eventually, the pressure builds to a point where something has to give. It may be, literally, the straw that breaks the camel's back, a seemingly insignificant pressure point that pushes the body and mind too far.

Combat and other critical environments are obvious sources of stressful situations.

Being an air boss on an aircraft car-

rier obviously has its harried moments, and CDR Edward Swartz of USS *Independence* (CV 62) can speak with experience.

"As air boss, every situation is stressful," he said. "The amount of stress really depends on the operation. You may have to prepare for airborne emergencies, but it's really stressful all the time. It's just as stressful for those on the decks because they have to relate to the instructions I give them."

"When the mission is over, the tension is less so we can do a lot of upkeep and maintenance," Swartz said. "But once the operations are complete, you have to get ready to do it all over again."

Causes of stress include conflicts at work or at home, major changes in our lives, deadlines, work overloads and repression of feelings or emotions.

Other pressures are not so obvious. Work underloads, lack of information



to make decisions, physical discomfort, minor changes in our lives and even what might seem to be a welcome vacation can add stress to our lives.

Under one form of measuring stress (Holmes and Rahe, 1967), each stressful event is assigned a number of points, described as "life change units." Death of a spouse is rated at 100 points at the top end of the scale, while "minor" violations of the law are at the low end with 10 points. If

you accumulate more than 150 LCUs you stand a 30 to 50 percent chance of developing an illness within the next year. A score of over 300 increases the chance of developing an illness to about 80 percent, according to the Holmes/Rahe theories.

Christmas and vacation both rank higher than minor violations of the law by one or two LCUs, and "outstanding personal achievement" is a full 17 points more stressful than skirting the law. Divorce, one of life's major traumas, understandably ranks in at 73 points, but the bliss of marriage is not far behind at 50 points. (Do both of those in the same year and you'll probably need to make adjustments to reduce stress in other areas of your life.)

Dr. Hans Selye, the pioneer in stress-related research, states, "Absolute freedom from stress is death. Contrary to public opinion we cannot — and indeed must not — avoid all stress. But we can meet it efficiently and even enjoy it by learning more about its mechanism and by adjusting our philosophy of life accordingly." Dr. Selye defined "stress-producing factors" as "stressors," and the biological response to "stressors" is stress. What may be a stressor for you, may not cause distress in me.

As stress increases, even unknowingly, both physical and mental changes can occur. Your body may show the change through an increased heart rate, increased perspiration, digestive problems, trembling, stammering, increased muscle tension, headaches and backaches.

Directly or indirectly, stress has been linked to such physical disorders as ulcers, respiratory diseases, diabetes, cancer, asthma, hypertension, insomnia and sexual difficulties, just to name a few.

The mind may react to increased stress by causing moodiness, irritability, increased anger, anxiety, guilt,

nervousness and by disrupting the ability to concentrate or make decisions. Excessive stress may also lead to depression and, in extreme cases, suicide.

These assessments may, of themselves, seem depressing. But most experts agree that stress, although often a serious problem, can be controlled and can even become a positive force in your life.

Everyone is under some stress. No one should feel alone or isolated by stress. Every job can develop problems or conflicts.

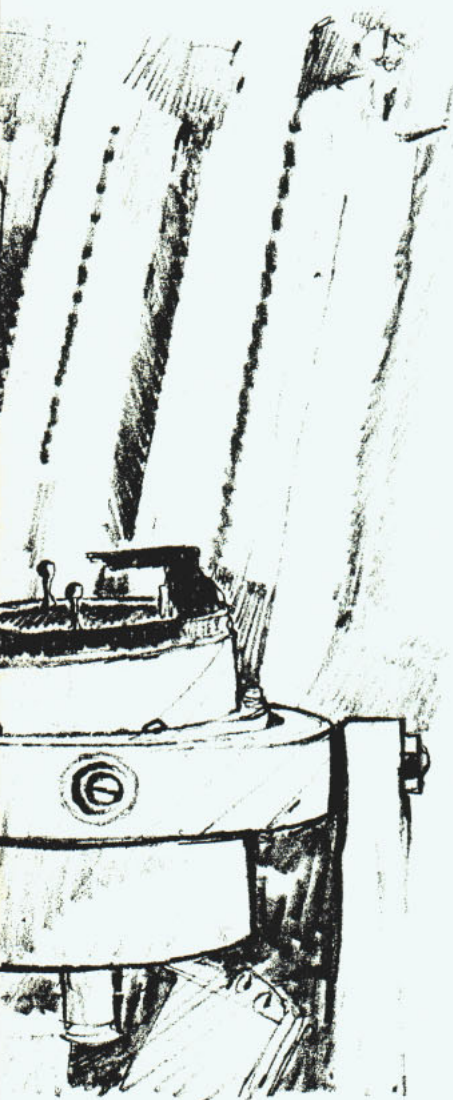
Sonar Technician 3rd Class Phillip Tellez of USS *Pluck* (MSO 464) recognizes stress and the importance of controlling it.

"It's really hard to be a sonar technician when you're assigned to the Persian Gulf because I'm responsible for the safety of the ship and crew when on watch," he said. "It's stressful, but you can't think about the danger — you just have to rely on your training."

"There's no way to relieve the stress," Tellez said. "You just try not to think about it. I know that after I finish a mission that I can go home and relax, but until then you just have to do your job. When I'm underway and not on watch, I usually go out to the open decks and just think about going home."

It is not easy for many people to recognize stress, but there are early warning signs that may indicate they are prone to problems. In fact, there are personalities that indicate traits in people who may be more susceptible to stress-related ailments.

Behavior that usually indicates difficulty coping with stress can include hurried speech; constant, rapid movement; frequent eating; open impatience; chronic sense of time urgency; trying to do too many things at the same time; and a tendency to dominate conversations and remain pre-



Coping with stress

occupied with ones own thoughts while others are talking. Stress-prone individuals are more likely to feel guilty when relaxing and may exhibit some characteristic nervous gestures such as pacing, grinding teeth, clenching their fists or jaw, anger directed toward inanimate objects or general restlessness. Even in "relaxed" recreational situations, they tend to be fiercely competitive.

Those individuals who have learned to cope with stress seem to have the ability to relax without guilt. They don't show an obvious sense of time urgency and aren't short-tempered. They also aren't as likely to display or discuss their achievements. These individuals can get the job done but have also learned how to leave their work at the office.

Experts recommend that people use stress as a motivator to resolve conflicts, meet goals and generally achieve higher levels of success. Stress becomes a problem when it gets out of control — when stress on the job causes stress at home or vice versa; when a stressful moment on the highway adversely affects the rest of the day; when a minor personal conflict mushrooms into a full-blown, long-term feud.

Thus, the key to dealing successfully with today's stress is not to try to *eliminate* it, but to keep it in its proper perspective — to manage, and not be controlled by, stress. To manage stress, first identify the problem. Is it at home or work? It could be a combination of both, or one could be adversely affecting the other. Break down your problems and deal with them one at a time, concentrate on the importance of the issue at hand instead of muddying your thoughts with too many issues. Solving or finishing one issue is worth more to your mental well-being than only partially solving a half-dozen problems.

Learn to laugh. Of course your job

is serious and incredibly important, but so is releasing tension. Laughing may be one of the healthiest things you'll do all day.

Engage in an activity that is not stressful. Take up a new hobby, read a good book or take a walk. Do something to slow the pace of your life — at least temporarily. Even a piece of machinery will break down quickly if it is constantly run at full speed. People are no different.

If mental stress is the primary problem, don't underestimate the advantages of exercise. Regular physical exercise has two advantages: not only

does exercising reduce tension, but as the conditioning of the body increases, the mind can handle more pressure.

CDR Shirley Burns, assistant supply officer on USS *Dixon* (AS 37), finds



different ways to get her mind off her job when not on duty.

"Every day is stressful," she explained. "We supply the submarines here and sometimes you're faced with a lot of unexpected requirements. There are a lot of short-fuse situations, but that's just the usual.

"When I find myself in a stressful situation, I tend to take a few minutes to myself to relax," Burns said. "My stress level has also been lowered because I do a lot of jogging."

Exercise is also the way Personnelman 2nd Class Barbara Pittman of the Personnel Support Detachment,

Naval Base San Diego, has learned to deal with her stress.

"I relieve that stress by exercise," she explained. "I jog and work out at the fitness center and when I go to work I just try to maintain a positive attitude."

Don't hide your feelings. Holding in emotions is like a pressure cooker without a release valve. With no place for the steam to escape, the threat of explosion increases. Talk to someone about your problems. There is no reason to go it alone.

The Navy has a number of support groups that will try to help you solve

your problem. These groups are also available to family members. Try the Family Service Center, the Counseling and Assistance Center, an ombudsman, your career counselor, the chaplain or even a friend.

Today's sailors may never eliminate stress. But they can learn to deal with it effectively and can help themselves avoid becoming victims of this modern plague. □

Herrick is a reservist assigned to BB 62, Det. 6204, West Trenton, N.J. JO2 John Joseph, NIRA Det. 5, San Diego, contributed to this article.

Stress test: How do you rate?

In determining the effects of stress, two researchers, Dr. Meyer Friedman and Dr. Ray Rosenman, developed the "Type A and Type B" personality theory.

The Type A personality has consistently shown a relationship to develop heart disease, while Type Bs are considered less prone to the problems of stress. This is especially true for Type A personalities who are cynical and exhibit chronic hostility.

Characteristics for a Type A personality include impatience, ambition, intense drive, restlessness and a

need to meet deadlines. They seldom take time off from work for illness, they must be on time for appointments and they are perfectionists. They are much more physiologically reactive when confronted with a psycho-social demand.

Type B personalities contrast sharply with those of Type A. Type Bs are easy going, patient, less competitive and are not driven by the clock.

Friedman and Rosenman found Type As make good salespeople where competition and drive is stressed, while Type Bs are better in a position

such as corporate president, which requires broader, less personally involved activity.

Which are you? It would be helpful to know because, as you become aware of your traits and habits, you can assess your thoughts about stress and make behavioral changes as necessary. The test below, from R.S. Shuler's *Individual Stress and Management of Human Resources* may give you an idea where you stand. Give it a try. Circle the number on the scale below that best describes your behavior.

1. Casual about appointments	1	2	3	4	5	6	7	8	Never late
2. Not competitive	1	2	3	4	5	6	7	8	Very competitive
3. Never feels rushed	1	2	3	4	5	6	7	8	Always rushed even under pressure
4. Takes things one at a time	1	2	3	4	5	6	7	8	Tries to do many things at the same time
5. Slow doing things	1	2	3	4	5	6	7	8	Fast (eating, walking, working)
6. Shows feelings openly	1	2	3	4	5	6	7	8	"Sits" on feelings
7. Many interests	1	2	3	4	5	6	7	8	Few interests outside of work

Total your Score: _____, now multiply it by 3: _____

If you scored less than 90 points, you are considered a Type "B" personality. If you scored between 90 and 99, you are a "B+" personality. A score of 100 to 105 is considered an "A-" personality, while 106 to 119 is an "A" personality. A score of 120 or more puts you way over the top: you're in the "A+" category.

USS *Wasp*

*LHD 1 gives the 'gator'
Navy some new sting*

Story by JO2 Tom Logan



Wasp's anchor chain is checked at Ingalls Shipbuilding in Pascagoula, Miss.

Sailors who cringe at the thought of duty on a "gator" won't mind duty aboard USS *Wasp* (LHD 1). A gator she's not — if you think of an amphibious ship as a slow-moving cargo vessel that dumps Marines and their vehicles in the mud. But more than just an improvement over amphibis of the past, *Wasp* could well be *the* amphibious assault and command and control ship of the 21st century.

The Navy/Marine Corps team's newest class of amphibious assault ship, set to be commissioned in Norfolk, July 29, combines the flexibility of an LHA's flight deck and well deck with the command and control functions of LCC-class amphibious flagships. LHD 1 is not only the first of her class, but she's state-of-the-art and top-of-the-line in technology, habitability and mission capability.

Wasp's technological prowess is most apparent in the command and control work centers, especially in the combat information center.

Two large screen displays, directly in front of the tactical action officer's



and commanding officer's chairs, are the heart of CIC. These screens display surface and air tactical situations provided by *Wasp's* sensors or by data links from other ships or aircraft.

The integrated tactical amphibious warfare data system can graphically display hundreds of targets or focus on single areas of interest. This information can then be displayed on any of four other large screens located in embarked Marine and command amphibious task force staff areas.

The combat system includes sophisticated search and fire control



Photo courtesy of Ingalls Shipbuilding

radars, various electronic warfare systems and the first shipboard combat simulation test set. The CSTS, which uses fiber-optic technology, creates simulated battle scenarios for training purposes.

Computerized monitoring systems control the ship's communications circuits. In one test, more than 75 circuits were dropped off the line and then fully restored in less than three minutes, an impressive accomplishment considering other ships must manually restore that many circuits.

The new warship not only boasts

a spacious, multi-mission flight deck, but her defensive systems include *Sea Sparrow* surface-to-air missiles, three *Phalanx* close-in-weapon-system mounts, which counter low-flying aircraft and anti-ship missiles, and eight .50-caliber machine guns. Four missile decoy launchers augment the ship's anti-missile defenses.

Besides these proven systems, several first-of-their-kind systems are resident aboard *Wasp*. A long-range, direction-finding system tracks air and surface targets, and a position locating and reporting system tracks

While sitting in dry dock, *Wasp*, weighing about 27,600 tons, dwarfs everything around her.

individual Marine Corps units in the field. Air controllers can control, launch and recover aircraft in all weather and at night with the aid of a new amphibious air traffic control system.

Wasp was specifically designed and built to deploy *Harriers*, which can take off and land vertically or use runways like conventional jets. Vertical take-offs expend a great deal of fuel,

USS Wasp

so to expand their time aloft, *Harriers* aboard *Wasp* will most often use a rolling start to become airborne. Aloft time can also be increased by refueling the jets in flight using CH-53 helicopters.

But, first and foremost, *Wasp* is an amphibious assault ship. Carrying a crew of 98 officers and 983 enlisted men, the new warship was designed to embark, deploy, and support a major Marine landing force.

Like the LHA, *Wasp* has a well deck, which can be flooded to launch conventional landing craft during amphibious operations. The LHD's well deck is narrower, but longer, specifically designed to accommodate three air-cushioned landing craft.

The LCACs, operated by five-man crews, can deliver 60-ton payloads of men, vehicles and equipment directly onto the beach by skimming across the sand on cushions of air. On the water, four gas turbine engines drive the LCACs across the surface at speeds in excess of 40 knots. The combination of speed and dry landings reduces troop vulnerability to hostile fire.

The LHD's six cargo elevators deliver assault supplies and equipment to staging areas in the well, and on the vehicle, hangar and flight decks. An overhead monorail network permits sailors to load the landing craft in the well deck while helicopters in the hangar and flight decks are loaded by forklift.

Previous commanders of amphibious task forces and landing forces have been amazed at *Wasp's* capabilities. She stands alone as a platform to plan, control and execute a complex, over-the-horizon assault.

Traditional amphibious assaults, successful in Korea and World War II, required wave commanders to accompany landing craft in small boats. Now, helicopters can track the landing craft, maintaining communica-

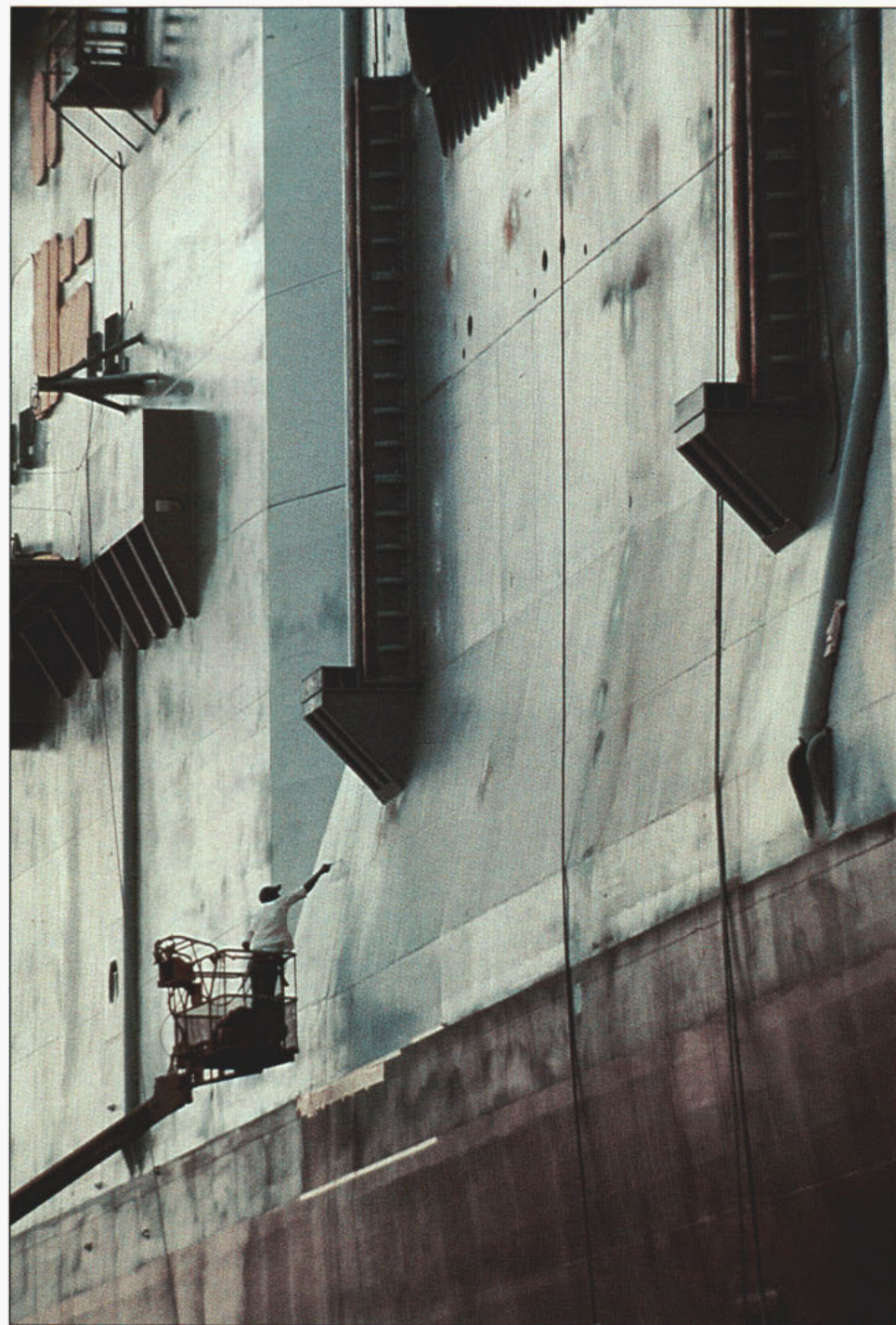


Photo courtesy of Ingalls Shipbuilding

tions with the LHD and relaying the LCAC positions to *Wasp* for projection on the large screen displays by data link.

An LHD could serve as a sea control ship with light airborne multi-purpose system helicopters and *Harriers* embarked, providing anti-submarine, anti-surface, anti-air and over-the-horizon coordinator functions. This gives *Wasp* flexibility in

A workman puts the finishing touches on *Wasp's* hull.

tactics, according to the enthusiastic helicopter pilots assigned to the ship's company.

The LHD's command and control capabilities could enhance battle groups as well. The battleship is a formidable weapons platform, and when

the LHD's capabilities are added, it increases a battle group's long-range, surface and subsurface surveillance and targeting for *Tomahawk* and *Harpoon* missiles.

LHDs have another tactical advantage in being able to go where larger carriers cannot. In an area where aircraft carriers do not venture — such as the Persian Gulf — the LHD could support mine countermeasure helicopters flying from its flight deck.

Attack helicopters and surface surveillance aircraft could also be carried in small numbers and *Harrier* jets could counter small surface threats.

On the European front, the LHD's amphibious and sea control capability is well-suited to support NATO's naval strategy. In a full-scale assault, one LHD could support the Marines with an air wing and landing craft, while a second LHD might land Marine air defense batteries via landing craft. The LHDs could then use their *Harriers* and helicopters to provide close air support.

Harriers have already proven themselves in battle during the 1982 Falklands War when British pilots shot down 19 Argentine fighters. The relatively slow, non-supersonic *Harrier* can out-maneuver much faster fighters by decelerating and hovering. The supersonic fighters can't slow down fast enough and as they fly by, they expose themselves to an easy shot by the *Harrier*.

The *Harrier*, like its mother ship, can perform a variety of missions. Carrying a maximum payload of 9,200 pounds of ordnance plus auxiliary fuel tanks, the fighter is armed with a 25mm cannon, laser-guided weapons, air-to-ground missiles, conventional bombs, cluster munitions and air-to-air missiles.

Wasp is the first amphibious ship designed and equipped to deliver a 2,000-man Marine landing force by helicopter and LCAC from over the horizon. Marines will keep their feet



Photo courtesy of Ingalls Shipbuilding

dry and the amphibious task force will remain out of harm's way.

In an era of growing fiscal austerity, the LHDs offer versatility and new dimensions to the naval warfare strategies of the 21st century. They will increase present Marine amphibious lift capacity and will eventually replace the old LPHs. They also offer an opportunity for sailors to serve on the beachhead of the future.

Perhaps most importantly, they will change forever the way sailors think about "gators." □

It took more than 16,200 gallons of paint to cover *Wasp*.

Logan is assigned to the Navy Public Affairs Center in Norfolk. Wasp's operations officer, CDR Kendall J. King, and the ship's combat systems officer, LT Scott P. Barbour, contributed to this story.

Medical facilities on *Wasp*

Story by JO2 Tom Logan

What's it like to be a doctor aboard USS *Wasp*? "I'm excited about it — this is a ship that's on the leading edge of medical technology," said LT Robert A. Whisnant.

Wasp (LHD 1) boasts the best hospital facilities of any warship afloat, second only to the Navy hospital ships USS *Mercy* (TAH 19) and USS *Comfort* (TAH 20), which have 1,000 beds apiece. *Wasp's* medical and dental facilities can accommodate 600 patients, either combat casualties or

patients brought aboard during humanitarian missions.

Wasp also provides more beds for patients than do half the hospitals in Virginia, according to Whisnant.

"Only about 10 hospitals in Virginia have more than 600 beds while an LHA has room for only 300," he pointed out. "*Wasp's* X-ray equipment, laboratory, blood bank and operating equipment are high-capacity and top-of-the-line."

The warship's medical facilities in-

clude four main and two emergency operating rooms, four dental operating rooms, X-ray rooms, a blood bank, laboratories and patient wards.

"Our blood bank has 500 units of fresh blood and our freezers can store an additional 1,500 frozen units," said Whisnant. "We also have a resuscitation fluid production system to make our own intravenous solutions."

During amphibious assaults or humanitarian evacuations, casualties would be flown by helicopter to a flight deck triage area where injuries would be evaluated and treatment prioritized before patients were transferred to the hospital by specially marked, medical elevators.

"After *Wasp* is settled in Norfolk, I'd like to run a mass casualty drill to test our people and equipment," Whisnant said. "That's the only way to test our mission readiness." □

Logan is assigned to Navy Public Affairs Center, Norfolk.



Photo courtesy of Ingalls Shipbuilding

Portrait of success

Reaching the summit of the LDO mountain has given one man some insights on success.

Story and photo by JO2 Chris Price

When CAPT William J. Weisensee needs a bit of inspiration in the midst of planning his big dreams, he turns to a portrait of Dr. Martin Luther King Jr.

When President John F. Kennedy intoned, "Ask not what your country can do for you," Weisensee was anxious to know exactly what he could "do for his country."

King or Kennedy never spoke with Weisensee, nor shook his hand. But the civil rights leader and president helped shape his character. The portraits of the two men are, to Weisensee, symbols of success, not the tragic symbols they are for so many.

"Kennedy seemed so different from the presidents we'd had previously," Weisensee said, "and I admire anyone who does so much for their country. He was a man of great courage."

Weisensee, assigned as commanding officer of Navy Basic Submarine School at Groton, Conn., could be labeled an "expert" on historical figures. After all, this 56-year-old has been on active duty for 27 years, and seen nine presidents, 11 CNOs, and 19 SecNavs come and go.

But Weisensee recently became something of a historical figure himself when he was chosen one of the first limited duty officers to be

advanced to the rank of captain.

Former Secretary of the Navy John Lehman lifted the cap from O-5 to O-6 for LDOs before Congress convened in late 1984, and the six O-6 selectees were announced in January 1985. At that time, Weisensee was



CAPT William J. Weisensee

stationed aboard the submarine tender USS *Fulton* (AS 11), homeported at Boston shipyard. *Fulton's* crew presented him a plaque inscribed, "The Number One LDO in the Navy," leaving him to always explain that the inscription is not ac-

tually true. The fact is, he was the first LDO submariner selected as captain. Nonetheless, the plaque is a treasured memento.

Weisensee joined the enlisted ranks in 1952 during the Korean War. His first battle was not in combat, but simply trying to enter submarine school. Few openings were available, since many Navy personnel extended their enlistments after World War II.

"They told me to go out there, get a crow, come back with a little more experience from surface ships, and prove that I was Navy material," Weisensee said. That suggestion was a great disappointment to the young man who had "submarine lieutenant" written beneath his high school yearbook photo. But he took the advice of the recruiters, went on to basic training, and struck for the engine-man rate. After boot camp he married. He was 18 at the time.

Weisensee's dream of submarine duty was not realized until he was a second class petty officer almost four years later, receiving orders to USS *Amberjack* (SSN 522).

"We were having children very fast," he laughs, "and at the time my enlistment was almost up, our third child was on the way."

Amberjack's executive officer was

aware of the many hungry mouths Weisensee had to feed at home, and advised him to consider a lateral conversion from the overmanned engineman rating, to an electronic field.

"The roughest time I had qualifying on the submarine was in the area of electronics," he said, "but I decided to attend electronics school anyway, and did relatively well."

Weisensee then headed out to his new duty aboard the submarine, USS *Wahoo* (SSN 565) in Hawaii. He drove from Massachusetts to California with three toddlers singing, "waa-hoo, waa-hoo, waa-hoo," only to be told that *Wahoo* had no available billets, and that he would be assigned to USS *Sabelo* (SSN 302) instead.

"I still remember my three little boys yelling, 'waa-hoo, waa-hoo,'" Weisensee said. "How do you get toddlers to say 'sabelo, sabelo, sabelo'?"

Still an E-5, Weisensee boarded the ship, and was assigned to an electronics chief who was, like Weisensee, also a former engineman. "Electronics maintenance aboard that vessel was never quite the same," he joked. "Whenever the commanding officer would request electronic repairs, it was truly an Abbott and Costello scenario.

"Our answer would always be, 'We'll have this thing fixed five minutes after we figure out what's wrong with it,'" he chuckled.

The nuclear power field was just opening up, and the ship was recruiting personnel for that program. Weisensee made a deal with the captain to enter the nuclear power program — once he made E-6.

"I made E-6 and the captain came and got me," Weisensee said.

He was sent to nuclear sub prototype training at Windsor Locks, Conn., followed by duty on another prototype submarine USS *Tullibee* (SSN 597) also in Connecticut. A *Tullibee* engineer suggested Weis-

ensee apply for the warrant or LDO program, but Weisensee's only desire was to make chief petty officer. Besides, he felt he was not "worthy to be an officer."

"Nobody in my family had ever been above a third class petty officer," he said. "I didn't have a college educa-

"I'd get out now if I didn't think I was being a valuable asset to the Navy."

tion. As far as I was concerned these guys were on a pedestal."

But when Weisensee realized he'd eventually have to work for any other LDOs selected off the ship, his head went into a "programmed halt," as he calls it. So he made a deal with the engineer that if he made chief, he'd apply for warrant or LDO. Weisensee took the chief's exam, made chief, and was in LDO class in a matter of months.

The engineer who encouraged Weisensee to pursue LDO was John Wesley Harvey, who went on to be the commanding officer of USS *Thresher* (SSN 593). Harvey died in April 1963 when the submarine sank 200 miles off the New England coast, with all hands lost.

"A lot of times I wish people like CDR Harvey and my dad were around just to see how much I've changed, and how the Navy's changed," Weisensee said.

"I envy these sailors today because they're entering the Navy at a time when things are more technical. We didn't even have television when I grew up," he said. Weisensee admits that in this very technical age, he still summons the assistance of a chief

petty officer each time he gets a bad "byte" off his computer.

Although he recognizes the need for technology, Weisensee feels it's best to stick with the basics: people.

"There's something terribly rewarding and fulfilling about talking to these young sailors," he said. "In the civilian world, you couldn't get them to empty a trash can, let alone change the oil in a car. After six weeks of sub school, they've mastered all sorts of complexities — they march out of here inspired, confident and feeling good about themselves."

Weisensee praises his sub school staff of 1,000, the majority of whom were recruited from the fleet. He says his instructors are all professional sailors as well as, "subject-matter experts." Right now his days are busy, and the calendar is filled.

But Weisensee knows there is a mandatory 30-year retirement for commissioned officers, and that he has 27 years of commissioned service.

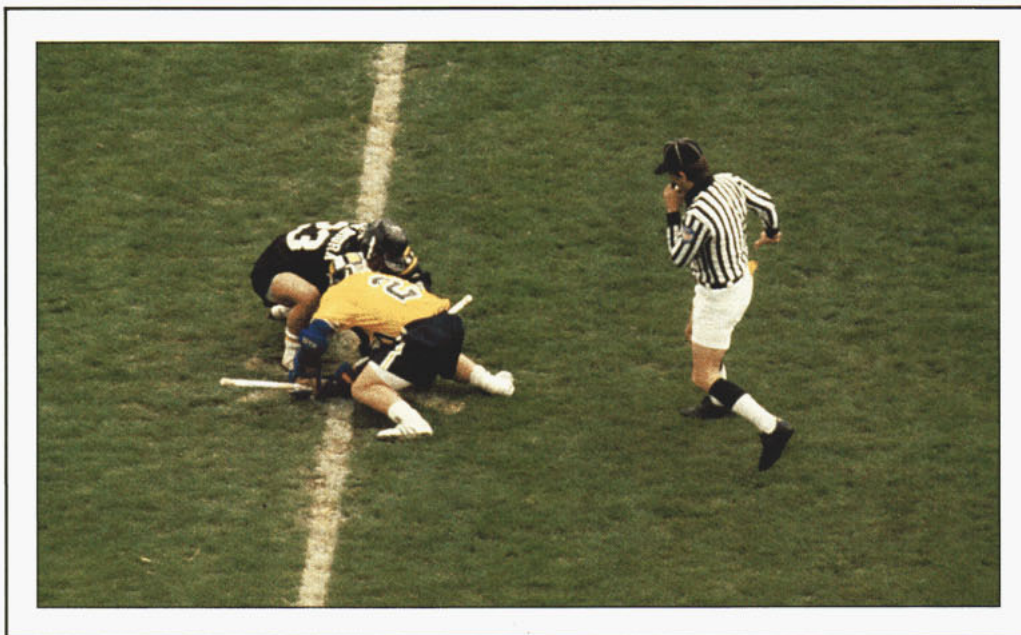
"I'd get out now if I didn't think I was being a valuable asset to the Navy and able to do things that are helping our country and the submarine force," he said. "I think I give 100 percent, and probably a lot more.

"I continue to prove myself everyday," he said. But, at the same time, he acknowledged the support of others.

"There were a lot of people who wanted to see me do well," he said. "I learned that if you do your job to the best of your ability, people will appreciate it and you will be recognized."

CAPT William Weisensee feels that when he does retire from the Navy it will be with assurance that his career was as successful as the subjects in his portrait gallery. □

Price is a writer with All Hands.



Navy lacrosse

*Modern warriors carry
on an ancient tradition.*

Story by JOSN Marke Hensgen, photos by PH1 Chuck Mussi

Hundreds of warriors chase each other across the open countryside. All running at top speed, they form a great throng that surges in ever-changing directions. They slash at their enemies with long wooden sticks. It looks like a primitive war.

Whack!

One warrior's been struck by his foe. He falls to the ground, engulfed in the steam rising from the field as the sun burns off the dew. A ball flies up from the steam and is retrieved by the other side. This is not war, but a war-like game.

More cracking sounds are heard over the grunting, yelling and stomping on the grass. The ball flies

from one stick to another down the endless length of the field — then *swish*, finally into a goal.

The scene changes. Hundreds of warriors are no longer running across the open countryside — 20 uniformed players have taken their place in an enclosed stadium. A low-lying fog still rises as the sun warms the playing field, but that field is no longer open prairie, it's an enclosed stadium.

The U.S. Naval Academy Midshipmen, clad in blue and gold, are squaring off against the U.S. Military Academy Cadets, wearing black, with gold trim. Players wear face masks and helmets, padded

gloves and shoulder pads. Their field of battle is within the confines of the Navy-Marine Corps Memorial Stadium, Annapolis, Md.

The game is no longer the dangerous, war-like "baggataway," played by North American Indians since the 1400s. It's *lacrosse* — derived from the French phrase meaning "the stick." To some, it may still appear to be war, but lacrosse is a game, popular in hundreds of colleges and high schools across the United States and Canada. Modern-day lacrosse players rely not only on the strength and stamina needed to survive bone-crunching contact, but also on teamwork, speed, stick-

Navy lacrosse

handling savvy and *finesse*.

"Finesse, to me, is the ability to work hard during a game and make it look really easy to the people who watch you," said Midshipman Brian Keith, a junior at the Academy, and a star midfielder.

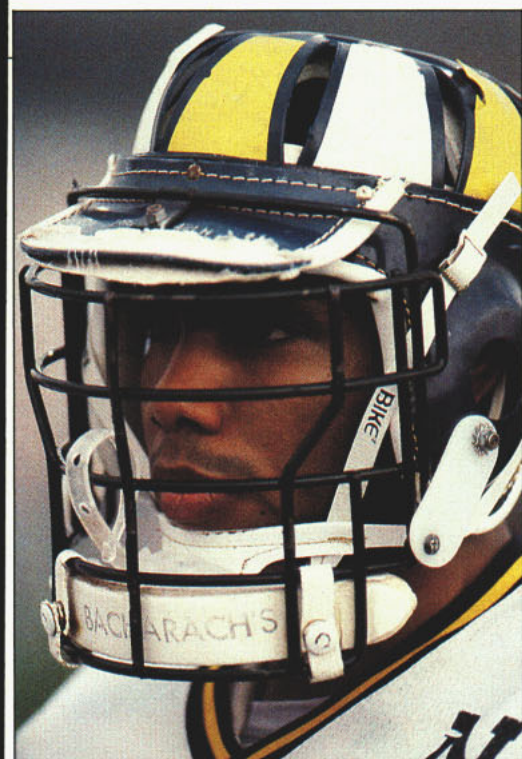
The finesse comes into play as the game begins with a "faceoff" in the center of the field. One player from each team crouches close to the ground, over the ball, and waits for the referee to blow the whistle. Hundreds of wide-eyed fans watch intently, hoping their team will gain control of the ball.

From the beginning of the game, fans can expect constant motion and plenty of hitting. The object of the 60-minute test of speed, strength, endurance and strategy is to use the lacrosse sticks to throw, catch and carry a small, hard rubber ball and get it, any way you can, into the opposing team's goal.

"I'd say lacrosse is a combination of basketball and hockey — played on a soccer field," said LCDR Joe Avveduti, who plays club lacrosse for an amateur Alexandria, Va., team. "A good basketball player could come out and quickly master the offense and defense on the lacrosse field, because defense is all man-to-man. It resembles hockey because you use a stick to maneuver the ball. And the field looks like a soccer field." Avveduti is assigned to the Navy Program Appraisal Office, Washington, D.C., and played lacrosse for the Naval Academy from 1970-1974.

A high-speed dash across the field can end in a bone-crunching clash. Players are armed with protective gear to prevent serious injuries while racing toward a goal.





When Eastern colleges and universities started holding regular lacrosse matches in 1881, much of the original brutality of the Indian game survived. In recent years, the game has become better regulated and safer.

"Long-time fans are complaining that there's not enough aggressiveness and hitting in the game anymore," said Tom Adams, the "stick doctor" (equipment manager). "But those people don't seem to understand that the rules have changed to protect the player. That's why you don't see as much slashing and unnecessary roughness in the game." Adams has been issuing equipment to players and repairing sticks for 27 years.

"When you first start playing lacrosse it's really hard to control the stick because it's different than throwing a baseball, handling a football or shooting a basketball," said Keith, who, like most lacrosse players from the Northeast, has been playing the game since he was in grade school.

"Over the years you pick up little things here and there and learn to love the excitement of the sport," Keith continued. "Still, the transi-

tion from high school lacrosse to college lacrosse was tough, because the players were so much stronger."

The ancient sport first came to the Academy around the turn of the century, when two men from Johns Hopkins University organized a Navy lacrosse team. Frank Bryer and Bill Hudgens coached the midshipmen's early games, dating back to 1908. Johns Hopkins was the reigning lacrosse team in those days and still holds a series advantage over Navy of 33-25-1. But the Navy program has become one of the best.

"Over the years, Navy has built a consistently excellent program that fans enjoy and opposing teams respect," said Dianne Boyer, assistant sports information director at the Naval Academy.

Those who have competed against players from the Navy program can testify to the quality of midshipmen play. "Playing with and against people who've played for Navy is an experience," said Michael Lettera, a member of the Jacksonville, Fla., Lacrosse Club. "I've played with enough former Academy lacrosse men to know how they play. They are very intense, and take the game very seriously,"



Intense individual concentration makes it possible for players to survive the melees that are common to lacrosse.

said Lettera. "One thing you can always expect from playing the Naval Academy is that they're going to give 110 percent."

College lacrosse season runs from early March to late April, and the top colleges compete in the National Collegiate Athletic Association playoffs in May. This year, the Mid-dies went all the way to the quarter-finals — a fine showing against such longtime lacrosse powerhouses as Johns Hopkins, Syracuse and Maryland.

The ancient warriors who fought it out on baggataway fields that stretched for miles across the open country would probably approve of the modern warriors who carry on the battle in the confines of USN-USMC Memorial Stadium. □

Hensgen is a writer assigned to All Hands. Mussi is a photojournalist assigned to All Hands.



Ship husbandry

San Diego's consolidated diving unit takes teamwork and efficiency to new depths.

Story and photos by JO2 John Joseph

Teamwork and efficiency — whether through suggestions for better ways of doing a job, or by saving the Navy a few dollars, teamwork and efficiency are things all sailors should strive for. But for the men of the Consolidated Divers Unit in San Diego, saving the Navy thousands of dollars repairing Pacific Fleet ships and working together as an efficient team is a daily routine.

The primary mission of CDU is underwater “ship husbandry” — repairing Navy ships beneath the waterline.

The consolidated divers unit is totally self-contained, complete with its own administration section, supply personnel and medical staff. The unit is broken down into four crews that have divers who are permanently assigned to the unit and personnel sent for temporary duty from the shore intermediate maintenance activity dive locker.

Left: Intelligence Specialist 2nd Class (DV) George Weyenberg breaks out diving gear. Above: Electrician's Mate 3rd Class (DV) Frank Sigler.



Also, dive crews from the USS *Acadia* (AD 42), USS *Cape Cod* (AD 43) and USS *Jason* (AR 8) are assigned when they are in port. Together these personnel are responsible for the maintenance, repair and cleaning of

about 200 ships and 75 service craft.

“While these sailors are here we take care of everything,” said LT Jeff Hill, executive officer of the CDU. “We handle their administrative needs, certification requirements, we supply parts and we control all of their operational commitments on a daily basis.

“It’s really unique. This is the only consolidated divers unit in the Navy,” said Hill. “We save the Navy a lot of money. The jobs we do, things like putting on cofferdams [a watertight chamber attached to the ship’s side to allow for underwater repairs] and inspecting sonar domes are considered small jobs. We have a price list for these jobs and find out the cost to have private contractors do them,” he said. “We then average these prices out with what it would cost us to do the same job, and with our figures we estimate that we save the Navy about \$200,000 to \$250,000 a month,” said Hill.

“Other services we provide, such as in-water propeller changes or a blade change, save the Navy about \$500,000

Ship husbandry

Right: Fireman Garrick Sherrod looks over wiring of one of the unit's 22-foot boats.

in dry docking fees by having Navy divers doing the work and not having to contract for it," he added. The CDU's efforts translate into substantial savings. "Altogether we save the Navy millions of dollars each year," said Hill.

Another program involves underwater hull cleaning. A quality control department keeps busy scheduling all surface ships for cleaning. They also do pre- and post-cleaning inspections to verify the jobs are done correctly by civilian contractors.

"We go all over the West Coast with our quality control people," said Hill. "It keeps us extremely busy, but the money saved more than justifies the program."

Administration and supply departments here run with relatively small staffs. According to Storekeeper 3rd Class Michael Leslie, working in the supply department at the CDU is often very challenging.

"This is my first duty station, and it really isn't like working with the things you learn in 'A' school," said Leslie. "You have to get to know what the divers need, and learn the different types of diving equipment that are used here. You need to know how to get the right parts for maintenance," he continued, "and sometimes you need to find things fast. At times, keeping up with the operational target fund is like managing a checking account."

"I would recommend this type of duty," said Leslie. "You have to keep up with purchasing, electrical services, plumbing, phones, everything to keep the unit going, so it's a good



place to learn the basics in supply."

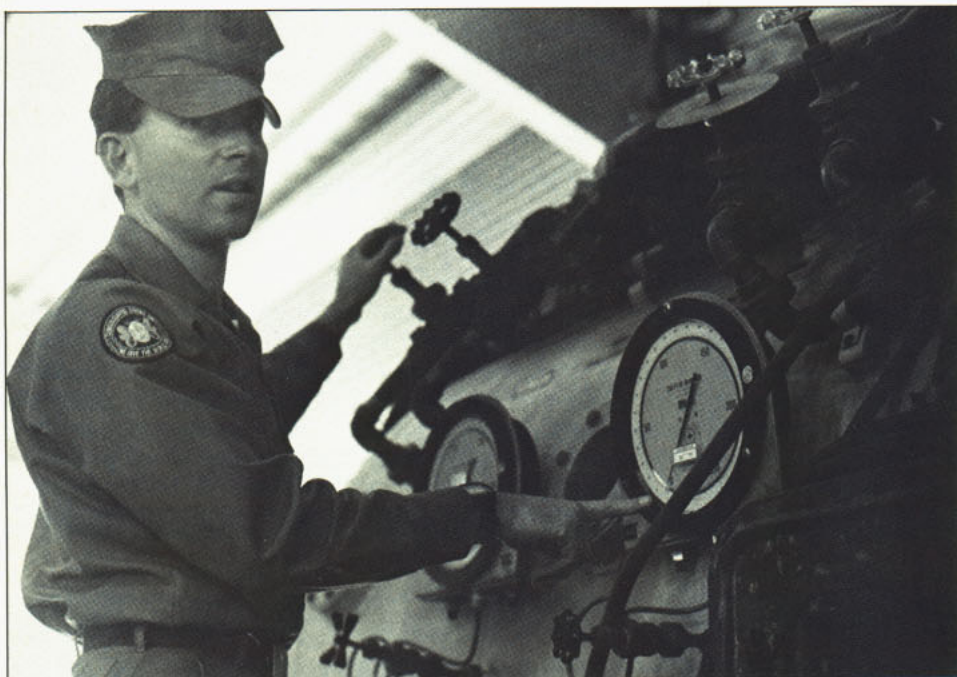
The administration section is very busy, and with a two-man staff, handling the needs of numerous TAD personnel attached to the unit means long days and weekends on the job.

"Basically, it's myself and the YN3," said Seaman Randall Lavern, a yeoman striker. "We handle everything from service record entries, TAD forms, leave listings, even payroll. But it's good duty. We work long, hard hours sometimes, but I feel I know more about the yeoman rating

now than I ever would, and I should do very well at 'A' School," he added.

Hospital Corpsman 2nd Class (DV) Michael Collins is one of two members of the medical department. Also qualified divers, they often go along with the team during operations to ensure safety and provide any medical assistance necessary. According to Collins, it's a challenging but rewarding situation.

"We start off just like other corpsmen, but when you get selected to be a member of a dive unit, it's a long



Left: HM2(DV) Michael Collins explains the operation of the unit's re-compression chamber. Below left: EM3(DV) Sigler takes a break after a diver assessment operation.



HM2(DV) Robert Smith. "We examine the divers before they go out and inform the supervisor of any problems. We don't let anyone into the water if there's a problem.

"We're also responsible for the general care of all unit personnel. We handle colds, minor cuts and scrapes, things like that," said Smith. "We hold training on medical and diving safety, and we also maintain the medical records for the unit. So it's a challenge."

Many CDU personnel are non-designated strikers or have specialties, to supplement the unit's mission, such as maintenance crews, boatswain's mates and photographer's mates. They often choose to become divers themselves, because of the type of duty.

Photographer's Mate Airman (DV) Jarrot Ball operates the underwater damage assessment television system equipment for the unit, allowing the divers to record damage and maintenance needed on different ships.

"We use the UDATS so we can determine types of repairs a ship needs, and whether to have divers go into the water to repair it, or have the ship go into dry dock," said Ball. "The system also can be used as a com-

munication device, because it has a special hook-up so the diver in the water can hear what's going on topside and can give us an on-the-spot assessment," he continued.

According to Master Chief Boatswain's Mate (Master Diver) O.W. Olson, a Navy diver for the past 20 years, being a member of the CDU is different from the ways of the past, but consolidation is the way of the future for dive lockers.

"Most of my diving has been on salvage ships or salvage/rescue ships," said Olson. "But being attached to this unit, even though I have some mixed emotions about it, is a good idea. It's working. It keeps everybody together," he said. "You're sharing a wealth of knowledge from all the crews, so it's really good.

"But I think the young second and first class divers actually doing the work deserve all the praise in the world, because they are the one's working the late hours and working in the adverse conditions," said Olson.

"This is by far the best bunch of people I've ever met in the Navy," said Hill. "With the abilities of the E-5s and E-6s, it's outstanding. It's very easy for the commanding officer and me to sit back and work on other problems because we can rely on them to get the job done." □

Joseph is assigned to NIRA Det. 5, San Diego.

road," said Collins. "We go through a special screening process with interviews by the master divers. We also have to be really physically fit. Then we attend special schools to learn more about being a diving medical technician. It's a nice feeling of accomplishment to be a member of the unit, because you really work hard to be here," said Collins.

"You not only have to be a medical technician, you also have to be a diver. You have to be professional in both areas, so it's tough," said

Admiral has right stuff

Former Navy pilot and shuttle pioneer to head space agency.

Story by LTJG Jeff Alderson

It takes a special kind of person to fly a jet off the deck of an aircraft carrier. It also takes a different kind of person to fly a space shuttle in orbit around the Earth. But what kind of man does both? The new head of the National Aeronautics and Space Administration does.

RADM Richard H. Truly has known the thrill of flying F-8 *Crusaders* off the aircraft carriers USS *Intrepid* (CVA 11) and USS *Enterprise* (CVN 65). He has seen the world from miles out in space in the shuttles *Columbia* and *Challenger*. Now he heads NASA and intends to keep America flying in space.

"NASA's in the business of science and technology, flying men and women in space, and aeronautics, and each of these are very important to our country," he said. "I intend to have goals in each of these areas to meet the NASA mission."

Truly was serving as the head of the space shuttle program at NASA when President George Bush tagged him to head the space agency. "This marks the first time in its distinguished history that NASA will be led by a hero of its own making," the President said. "An astronaut who has been to space, a man who has uniquely experienced NASA's tremendous teamwork and achievement."

When the space shuttle *Challenger* exploded on Jan. 28, 1986, the public image of the space program and

NASA morale both hit an all time low. It was a time for positive, no-nonsense leadership, someone willing to forge ahead in the face of tragedy.

"The first thing to do is to find out what happened, deal with that and

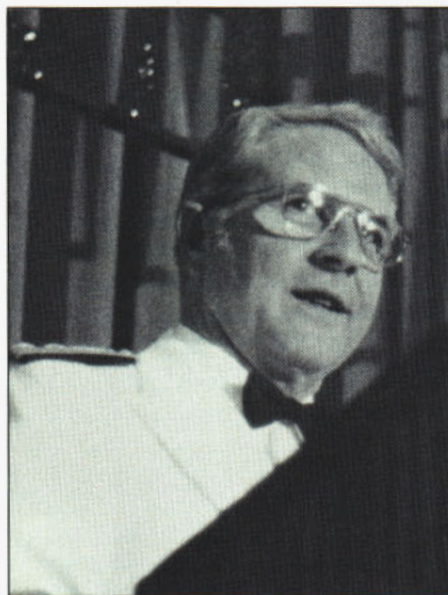
voyage on *Challenger*. The mission began with the first night launch of the shuttle and ended 2.2 million miles later. The flight was also the first time the solid rocket boosters, later implicated in the 1986 accident, were used.

"Since the *Challenger* accident, if we're not *ready* to fly, we're not *going* to fly no matter what the schedule says," Truly stated after taking office. "I really believe that in the long run we'll have a much more successful space program, even if we slip a schedule or two."

This hard-line approach to the shuttle program carried through the investigating, replanning, testing and implementation phases and culminated with the successful launch of *Discovery* on Sept. 29, 1988. America was back in space.

"The road to the shuttle recovery was steep. There were times we thought it was vertical and even times we thought it was tipping back on us a little bit . . . and I can't imagine more fun things than that," Truly quipped. It was a play on his signature phrase about his adventures in space, "I can't imagine what could be more fun."

The man who returned America to space was honored recently by the National Aeronautic Association with the 1988 Collier Award. The award is named for Robert J. Collier, a prominent publisher, sportsman



RADM Richard H. Truly

then to get on with it," said Truly at the time of his appointment as head of NASA's space shuttle program. With that job came the collateral duty of heading the agency's own investigation into the *Challenger* accident.

Who better qualified than a former commander of that particular craft? In August 1983, Truly commanded a five-member crew through a six-day

Photo by JOA Oscar Sosa

and aviator who commissioned a trophy and donated it to the Aero Club of America in 1911. Each year the NAA selects a recipient based on achievement in aeronautics or astronautics in America for improved performance, efficiency and safety of air or space vehicles.

The award is one of the most prestigious in the aviation industry. Past winners include Orville Wright in 1913; Marine Corps Lieutenant Colonel John H. Glenn Jr., Air Force Major Virgil Grissom, and CDR Alan B. Shepard Jr. in 1962 for manned space flights; the crew of *Apollo 11* in 1969 for the first landing of man on the moon; and the team who developed the *Voyager* aircraft for the first non-stop, non-refueled flight around the world in 1986.

On May 19, 1989, Truly was added to that list when he was presented the award in Washington, D.C. The citation read, "Rear Admiral Richard H. Truly, USN, for outstanding leadership in the direction of the recovery of the nation's manned space program."

The admiral accepted the award for the space agency and recognized some of the people who helped rebuild the shuttle program including "my boss Jim Fletcher [former NASA director] and the shuttle program director Arnie Aldridge." Truly also noted the "Herculean efforts of thousands of Americans" who work for these men.

"The marvel of aeronautics in space is focused on tomorrow," Truly said as he reflected on the *Magellan* planetary probe, *Galileo* spacecraft and *Freedom* space station. His aggressive approach to these projects was punctuated when he singled out the *Freedom* station saying, "We are serious about it, we're going to build

it and we're going to fly it!"

Truly was born in Fayette, Miss., in 1937. He enrolled in the Naval Reserve Officer Training Corps program at the Georgia Institute of Technology in 1955. Commissioned as an ensign in 1959, Truly went to flight school and was designated a naval aviator in 1960.

He remembers his days as an ensign in pre-flight training hearing Admiral Perry tell the aspiring aviators that the airplanes they were seeing coming into the fleet, *Crusaders*, *Phantoms* and *Vigilantes*, will become obsolete. "They will be surpassed by things you can't imagine," Perry told the students.

Truly flew some of these "soon-to-be obsolete" aircraft during his first tour as an aviator with Fighter Squadron 33.

In 1963 he went to the Aerospace Research Pilot School at Edwards Air Force Base in California. He started as a student and later became an instructor.

Late in 1965, Truly became one of the first military astronauts in the Manned Orbiting Laboratory program in Los Angeles. He was transferred to NASA's Johnson Space Center in Houston in 1969 as an astronaut, where he stayed until 1983.

He became Commander, Naval Space Command in Dahlgren, Va., in 1983 and was designated a rear admiral (lower half) the following year.

In 1986 he transferred to the Office of Space Flight at NASA as Associate Administrator for Space Flight, where he was promoted to rear admiral and later selected by the President to head the space agency.

"I've flown three flights on a 747 and never one inside," he said referring to the piggy-back test flights of the shuttle. "I never thought I'd see the Himalayas or Great Barrier Reef or any of those things you see from space, and never even thought I'd meet a president!"

A father of three, the admiral married his college sweetheart and recently celebrated his 30th wedding anniversary. His wife Cody has supported him through his career as a carrier pilot and astronaut.

"During the shuttle mission I was asked by the civilian media if I was worried about my husband landing the shuttle at night," she said. "He's a Navy pilot and if he can land on an aircraft carrier at night, he can land at Edwards Air Force Base." □

Alderson is editor of Navy News Service, Washington, D.C.



Truly effortlessly handled much of the data collection during a *Challenger* space shuttle mission.

Photo courtesy of NASA

New York *Fleet*

The "Big Apple" throws a big party for Navy, Coast Guard.

Story by JO1 W.C. Egan

New York City celebrated its second annual *Fleet Week* by extending a warm welcome to 13 Navy and Coast Guard ships.

The aircraft carrier USS *Forrestal* (CV 59) and the Coast Guard tall ship

USCGC *Eagle* (WIX 327) were cheered by thousands of New York area residents as they sailed under the Verazzano Narrows Bridge leading a 13-ship parade Saturday, April 29.

The festivities began as *Eagle* and

Forrestal entered the harbor and anchored near the Statue of Liberty. The remaining ships from Norfolk, Newport, R.I., Charleston, S.C., and Philadelphia sailed past them to berths in Staten Island, Manhattan and Brooklyn, N.Y.

The rain clouds that appeared during the week didn't keep the sailors from spreading out through the city, from the Bronx Zoo to Battery Park, to the Statue of Liberty. "Whitehats" were seen day and night on the observation decks of the World Trade Center and the Empire State Building and in Little Italy and Chinatown. Thousands attended "Navy Night" at Yankee Stadium to watch then-Secretary of the Navy, William L. Ball III, throw out the first pitch. The hometown Yankees lost to the Kansas City Royals.

"Despite a bit of rain, nothing has dampened New York's enthusiasm toward the Navy," said Terry Dougherty of the *Fleet Week* Foundation. "This has been a tremendous *Fleet Week* and it's created a firm foundation for an even bigger celebration next year."

Nearly 3,000 sailors attended crews' parties and USO shows at the *Intrepid* (CVS 11), now a sea-air-space museum permanently berthed in Manhattan. Hundreds attended a worship service and breakfast aboard

The Statue of Liberty greets USS *Hayler* as she enters New York Harbor.

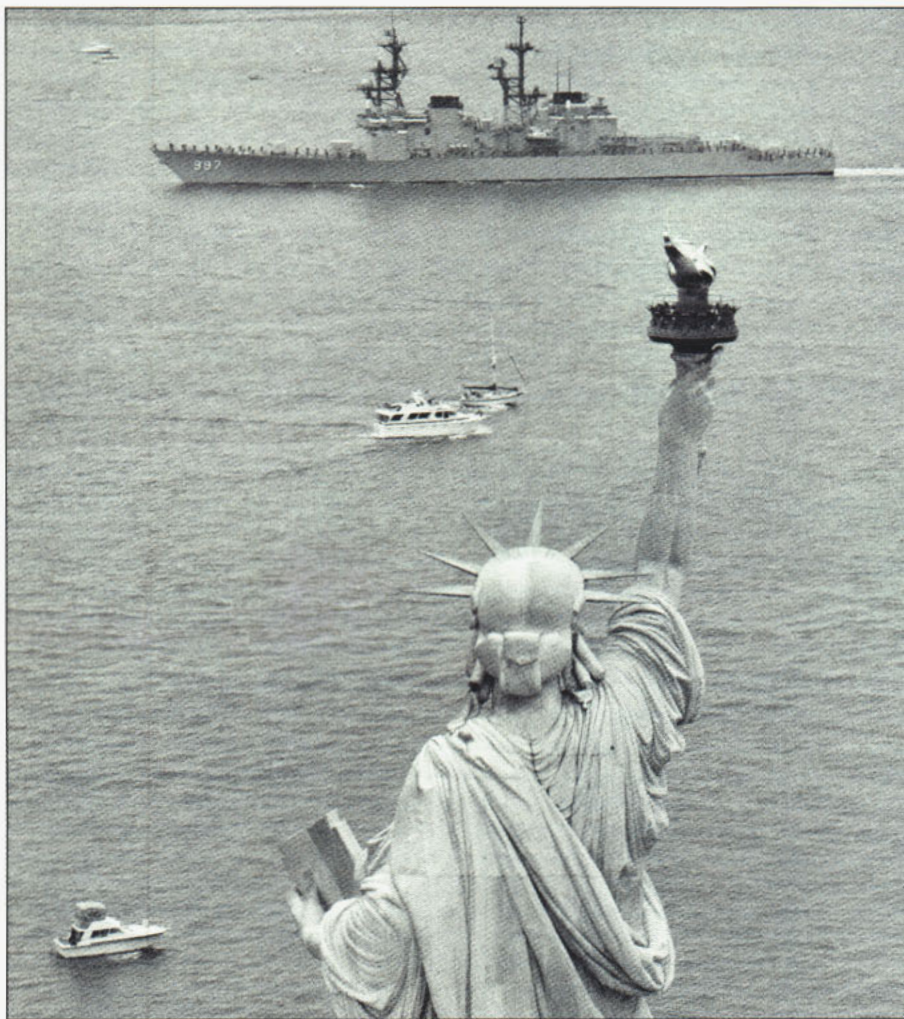


Photo by PHC Ed Bailey

Week '89



Photo by J01 Stacy Bryington

Intrepid, and a special commemoration of the sailors recently killed aboard USS *Iowa* (BB 61).

Sailors were given VIP treatment everywhere in the city. This included special backstage tours at NBC, free tickets to Broadway shows, sandwiches and snacks at the USO, and warm greetings from all types of New Yorkers — sales clerks, bus drivers, policemen, and people just walking down the street. One couple gave their seats to two sailors at a top Broadway show and many others were treated to dinner in some of the city's finest restaurants.

Sailors mingled with "soap" star Susan Lucci, NBC announcer Don Pardo and ABC anchorman Peter Jennings. Fox Television broadcast its early-morning "Good Day, New York" show from the flight deck of *Forrestal* and more than 44,000 New Yorkers visited 13 ships — more than 26,000 the first day!

In conjunction with *Fleet Week '89*, more than 2,000 civilian guests

***Fleet Week* featured big league ball-players, big-name broadcasters and tours of big ships.**

attended the dedication of a pier at the Staten Island Naval Station. The pier, dedicated by ADM Leon A. Edney, Vice Chief of Naval Operations, is the first completed Navy pier at the naval station — part of the strategic homeporting project. USS *Hayler* (DD 997) and USS *Ticonderoga* (CG 47) participated in the dedication ceremony as the first Navy ships to tie up to the pier.

This year's *Fleet Week* celebration coincided with New York's celebration of the bicentennial of George Washington's inauguration, which took place on the steps of the city's Federal Hall, April 30, 1789. The 13 parade ships honored the 13 original states. □

Egan is a reservist assigned to the Public Affairs detachment at the Public Affairs Center, Jacksonville, Fla.

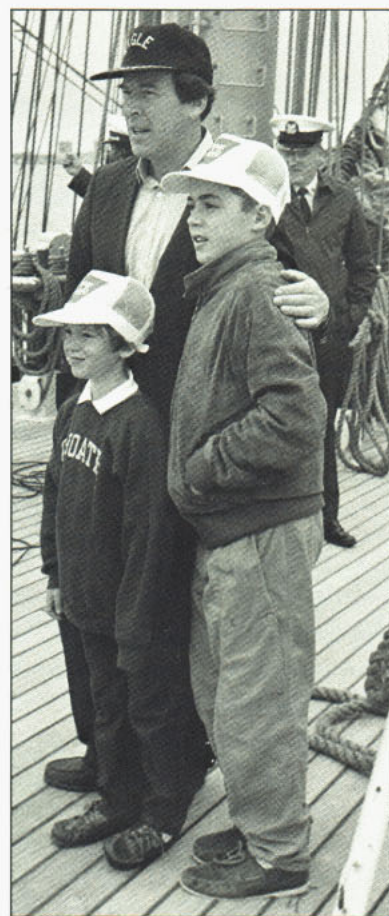


Photo by J02 Barbara Shupe



Photo by PH3 Gill DeLorenzis

'On the Town'-1989

Fleet Week sailors relive classic liberty call.

Story by JO1 W.C. Egan, photos by PHC John Fleming

In 1944, the Broadway musical "On the Town" depicted 24 hours in the life of three sailors on liberty in New York City. During New York's *Fleet Week 1989*, Chief Photographer's Mate John Fleming followed three sailors from USS *Forrestal* (CV 59) as they spent a similar day, sightseeing in the "Big Apple."

PH3 Clay Farrington, Canton, Ga., PHAA Glen Albarado, Birmingham, Ala., and Seaman Journalist Paul Har-

rison, Portland, Ore., started their day on the town with a visit to Times Square. Their day ended backstage at "Jerome Robbins' Broadway," where they met actors playing sailors in a segment from "On the Town." In between, they stopped at the USO, visited NBC's Skypath, where they observed the network's worldwide transmission and receiving operations, saw a few celebrities, visited St. Patrick's Cathedral and, all the while,

enjoyed the friendly atmosphere in the city.

"The people are very warm and it's easy to make friends," said Farrington. "I was surprised to find so many friendly people everywhere we went."

The high point of his day on the town was a visit to the broadcasting studio for "Late Night With David Letterman."

"That was my New York 'quest,'" he said. "It's one of my favorite TV shows."

Albarado was enthusiastic about his visit to St. Patrick's Cathedral.

"I really enjoyed the cathedral," said Albarado. "The architecture was amazing and the interior was really beautiful."

He, too, was surprised by the hospitality of the New Yorkers.

"My opinion of New Yorkers really changed with this visit," Albarado said. "They opened their arms to the sailors. There were smiles and laughter everywhere. It was a lot of fun and not what I expected."

Harrington enjoyed everything about his time in the Big Apple.

"I always wanted to come to New York and it's everything I imagined it to be," he said. "The highlight of the day was meeting Don Pardo at NBC."

The NBC announcer greeted the sailors during a VIP tour given by Ann



Three *Forrestal* sailors hit the beach in a reprise of the 1949 movie "On the Town," which starred Gene Kelly, Frank Sinatra and Jules Munshin.



Whether at Times Square, visiting NBC studios, getting guidance from New York's finest or kicking up their heels with Broadway dancers, the CV 59 sailors had a great time on the town.



Moss, a USO volunteer who works for the network.

After visiting backstage at "Jerome Robbins' Broadway" for an Associated Press "photo opportunity," the sailors were invited to view the award-winning musical.

They were dazzled by scenes from "The King and I," "Gypsy," "Fiddler on the Roof," "West Side Story" and numerous other musicals directed by Jerome Robbins during his career on Broadway.

"It was great," said Albarado. "Like being a kid at Christmas." □

Egan and Fleming are reservists assigned to the Public Affairs Center, Jacksonville, Fla.



'31-Knot' Burke

Feisty farm boy, World War II hero and three-time CNO changed the face of modern U.S. Navy.

Story by JOC Robin Barnette

The night was pitch black and the seas smooth around the Solomon Islands in the South Pacific as U.S. Navy ships hunted the Japanese. "An ideal night for a nice quiet torpedo attack," said the Commander of Destroyer Squadron 23.

It was Nov. 25, 1943, and CAPT Arleigh A. "31-Knot" Burke and his five destroyers were on a mission to halt a Japanese evacuation of important aviation personnel from the northern tip of Bougainville.

The first radar contact was made at 1:42 a.m. When the word was passed to Burke, his message-answer was: HELLO DS 23 HANG ON TO YOUR HATS BOYS HERE WE GO.

Burke's initial attack was against two Japanese destroyers acting as a screen for the evacuation ships. They did not detect the Americans, so three of Burke's destroyers were able to maneuver into the most advantageous position. When fifteen torpedoes loosed by the ships hit their targets, the dark night exploded into orange flames. A ball of fire shot 300 feet into the air; other explosions sent up columns of burning debris. One Japanese destroyer sank immediately, the other was left a burning wreck.

But this was only the beginning. Burke's radar watch spotted three other Japanese destroyers. These

ships tried to flee after the American attack on the first ships, but Burke pursued them. The engagement, later dubbed the Battle of Cape St. George, was described by the Naval War College as "the almost perfect surface action." In the battle, Burke's destroyers sank another Japanese ship and damaged two others. Many of the important aviation personnel who were being evacuated went down with the Japanese ships. Mission accomplished.



Midshipman Arleigh A. Burke, 1920.

The destroyer squadron's commander, "31-Knot" Burke, became famous in World War II primarily as a destroyerman — in fact, it was while serving with destroyers that he got his nickname. When he was

dispatched on the mission that ended with the Battle of Cape St. George, reports indicated that his squadron of destroyers was making 31 knots. The operations officer at the flagship directing Burke exclaimed, "Thirty-one knots! And he recently informed us he could make only 30 knots formation speed!"

The next order from the admiral began, "THIRTY-ONE KNOT BURKE. . . ."

Burke also served with distinction as chief of staff to the commander of Fast Carrier Task Force 58 in 1944 and 1945. He was promoted to rear admiral, but thought his naval career was drawing to a close as the war ended. Navy leadership had other ideas, however, and Burke ultimately became Chief of Naval Operations — not once, but three times.

Born in 1901 to a Colorado farm family, Burke and his four sisters and one brother were expected to work hard to keep the farm operating. Still, the children attended school regularly and there was a steady supply of library books to read. Burke's father encouraged him to pursue his own interests. Because Arleigh hated farm work, this encouragement eventually led him to an appointment to the Naval Academy in 1919.

When the call came for ADM



U.S. Navy photo

CAPT "31-Knot" Burke (front row, third from left) with his officers of Destroyer Squadron 23 in 1943.

Burke's first appointment as CNO in 1955, he was reluctant. He'd heard scuttlebutt that he was a candidate for the post, but didn't take it seriously — there were 92 admirals senior to him, and more than 80 of them had to be considered for the CNO slot first. Besides, Burke didn't really want the job. He was perfectly happy as Commander, Destroyer Force, Atlantic Fleet — a billet he'd wanted for a long time. And he didn't like the political maneuvering often so crucial to success for a CNO. He also admired the current CNO, ADM Robert B. Carney, an old friend, and didn't see any challenge in taking over from someone with whose policies he agreed.

Burke expressed his concerns to the Secretary of the Navy, and also warned him that he might find Burke hard to work with because he tended to give his opinions freely and loudly. The SecNav seemed determined, however. Burke talked over his misgivings with Carney, saying he was afraid he'd been picked for CNO

by the SecNav, the Secretary of Defense and President Dwight D. Eisenhower "because they thought I might be a pushover." If that was their thinking, Carney replied, "They are due for a hell of a surprise."

During his first two-year term as CNO, Burke made decisions that shaped the Navy of today. The development of new anti-submarine technology and tactics became his top priority. Within his first month and a half in office he announced that two additional nuclear submarines would be included in the FY56 budget — the first nuclear sub, USS *Nautilus* (SSN 571) had been commissioned in 1954. Burke also ordered the study of the use of nuclear power in frigates, cruisers and aircraft carriers. Even more significant was Burke's support for development of what eventually became the *Polaris* missile.

His first term was up in 1957, and Burke was ready to quit. The 14-hour workdays and constant pressure had worn him down. President Eisenhower reappointed him, however, and

Burke reluctantly accepted. By the end of his second term, in 1959, Burke had overseen the authorization of the carriers USS *Constellation* (CV 64), *America* (CV 66), and *Enterprise* (CVN 65), established the *Thresher* class of nuclear attack subs and the helo-carrying amphibious assault ships. New aircraft authorized included the *Intruder* attack plane, the *Phantom-II* fighter and the *Hawkeye* early-warning plane, which was part of a new combat information and evaluation system based on computers. Burke was also responsible for several new missile systems, including the *Sidewinder* and *Terrier* missiles. The worldwide Naval Command Communication System was also begun under Burke. It was Burke's drive and foresight that took a modern U.S. Navy into the 1960s.

His third term as CNO — 1959 to 1961 — proved to be more frustrating than the previous four years, and less successful. Budget cuts threatened programs such as construction of

'31-Knot' Burke

more attack aircraft carriers. Burke fought unsuccessfully for installation of *Polaris* missiles aboard the Navy's six guided-missile cruisers. When the Air Force's Strategic Air Command asked for control of all *Polaris* submarines, Burke fought the suggestion in every way he knew, even in the press, but still lost partial control when a Joint Strategic Target Planning Staff was created with the commander of SAC as director, and a vice admiral as deputy director.

Burke also found the change in administration during this time — from Eisenhower to President John F. Kennedy — difficult because long-established lines of communication were disrupted. He spent more time arguing and less time accomplishing his goals. "I was completely frustrated," he said later. "I was spinning my wheels . . . I would explain and explain and nothing would happen."

So, even though Kennedy offered Burke an unprecedented fourth term



Photo by PH2 Dolores L. Perillo

Retired Navy ADM Arleigh A. Burke

as CNO, Burke stuck by the request for retirement he had submitted before the presidential election of 1960. He finally left the Navy after 42 years of service.

At 59 years old, "31-Knot" Burke didn't retire to a rocking chair on a front porch — he continued to be active on the boards of directors for several large corporations and was in-

involved in a range of public service activities including veterans' organizations and the Boy Scouts. He frequently made speeches on issues affecting national security and testified before Congress.

Burke's approach to his career might be embodied in a statement he made in a series of lectures he gave at Princeton University in 1962. Power, he explained, is "the capacity to induce others to behave according to patterns in one's own mind."

Although Burke was talking about world affairs in this lecture, his own career was an exercise in power. Another word for it might be "leadership," inducing first his destroyer squadron in the South Pacific and then the entire Navy to behave according to patterns in his mind — and leaving the Navy a better place for his efforts. □

Barnette is the senior writer for All Hands.

Burke Hall

'Father' of SWOS command honored

A ribbon-cutting ceremony for a building named in honor of retired ADM Arleigh A. Burke was recently held at the Surface Warfare Officers School Command, Newport, R.I.

The new Admiral Arleigh Burke Hall has 75,000 square feet of office, classroom and storage space, which more than doubled the instructional and staff space previously available at the school.

During the opening ceremony, then-Secretary of the Navy William L. Ball III called Burke "a true American naval hero." Ball attributed the 1923 Naval Academy graduate's

success to his hard work in mastering science and engineering and his attention to detail.

Burke, a World War II hero, served in the Navy for 42 years and was Chief of Naval Operations three times. Before he retired in 1961, during his last term as CNO, he approved the concept of a Naval Destroyer School, forerunner of the Surface Warfare Officers School.

Classes taught in the new facility will include the senior officers ship material readiness course, department head training course and the prospective commanding officer and

prospective executive officer courses. Burke Hall also has a library with 26,000 volumes of reference materials and computer laboratories for training.

"Future competition in the surface warfare community will be tested here," the 87-year-old Burke said, addressing the men and women gathered for the ribbon-cutting. He also noted the importance of teamwork. "Group effort makes this country great. It's what made this country in the first place. It's that characteristic that is the backbone of our Navy." □

Bearings

Florida's top nursing student wins scholarship, joins Navy

Dedication to her studies has helped nursing student Angela L. James become the first nursing student in the country to earn a scholarship for the Navy baccalaureate degree completion program. The scholarship will enable James to further her education and earn a Navy commission following graduation.

James holds the highest grade point

average (3.5) in Florida A & M University's oldest nursing school. For the past four years, all of FAMU's graduating nurses have become board licensed — a feat unmatched by any other Florida school.

In addition to her studies, she has worked in several hospitals, and acute care units, and after a tour of the Naval Air Station Jacksonville

hospital James said, "Navy doctors treat people better."

With her perserverance, special talents and the BDCP program, James will soon be out in the fleet helping Navy doctors "treat people better." ■

— Story by JO1 Al McGilvray, Public Affairs Office, Navy Recruiting District, Jacksonville, Fla.

First Filipino CO was runaway teen chasing a dream

Unhappy with following his father's footsteps working on the family farm, a scared Filipino teenager ran away from his home in Stockton, Calif., to do what he'd always wanted to do, become a naval officer. Height requirements and hard times didn't stop the young man from giving it his best shot. His dreams came true and — many years later — CDR Tem E. Bugarin became the first Filipino in the U.S. Navy to command a surface ship of the line.

He gained this distinction in 1985 when he assumed command of the Norfolk-based amphibious tank landing ship USS *Saginaw* (LST 188). Bugarin is now the landing support officer at Amphibious Squadron 9 in San Diego.

"I was born in Bay-Bay Leyte [Republic of the Philippines]. When I was two, my family moved to Stockton," said Bugarin, who is now 42.

Bugarin remembers how his father insisted he work without pay in the fields of his San Joaquin Valley farm in California. Although his four brothers and sister worked under the same conditions, none was as unhappy as Bugarin.

First, Bugarin attempted to become a regular naval officer via the Naval Academy, at Annapolis, Md. He was



CDR Tem E. Bugarin

denied admission because he measured only 5 feet 3 and three quarter-inches. Academy requirements said the minimum was 5 feet 4 inches.

Still, Bugarin was driven, and learned the lesson about height requirements well. Later, when he was a sophomore at Fresno State, he hung by his arms overnight, with bricks tied to his feet, and wore several pairs of socks so as to ensure the correct height. To his satisfaction, Bugarin measured 5 feet 5 inches tall that morning at the physical examination required for admission to the NROTC. And the rest is history.

Saginaw was the first amphibious ship carrying Naval and Marine Corps personnel to visit Bornholm,

Denmark, an island of strategic military importance to the United States. This was also the Navy's first visit to the island since 1952.

Bugarin also directed the ship's crew in obtaining grades of above average in an operational propulsion plant examination conducted in December 1988.

"I had a crew of 248 guys who understood what it took to pass the OPPE. It was teamwork," said Bugarin.

Saginaw was nominated by the Commander, Amphibious Base, Group 2, to receive the Golden Anchor Award, given to the ship for 100 percent retention of crew members who are eligible to remain in the Navy.

But, to Bugarin, an even more important accomplishment was the development of his crew. Bugarin recalled that he pushed the crew to obtain a 98.5 percent completion rate of enlisted surface warfare qualifications.

A family man, a naval leader and an individual who has overcome difficult beginnings, Bugarin is proud to be the first Filipino to command a surface ship. ■

— Story and photo by JO3 Evelyn F. Almodovar, Navy Public Affairs Center, Norfolk.

Bearings

Fox sailors lend helping hand to elementary school

Amidst the cheers and smiles of more than 200 grade school children, USS *Fox* (CG 33) sailors distributed Project Handclasp material to a remote Philippine elementary school.

A total of 24 boxes of school books, 21 cases of hygiene products and enough skateboards, balloons and games to brighten each small face were handed out by volunteer crew members of the guided missile cruiser

to the children of rural Pinulot Elementary School, Pinulot, Bataan, Republic of the Philippines.

The school's principal, Mrs. Milaguos G. Magisa, said the textbooks, which range from California history to natural science, will be put to good use. What particularly caught the children's eyes, however, were the boxes of toys.

Project Handclasp is a program

designed to aid the less fortunate in foreign countries by distributing humanitarian material carried over by U.S. Navy ships from the United States.

Fox was deployed to the Western Pacific and Indian Ocean as part of the USS *Constellation* (CV 64) battle group. ■

—Story by LT Thomas A. Blitch, USS *Fox*.

Navy reservists train to challenge terrorists in Bermuda

Suppose Naval Air Station Bermuda was attacked by terrorist forces, and active duty Seabees were unavailable to defend the island because of prior deployment elsewhere.

The Navy has already found a solution to this problem. Reserve Naval Mobile Construction Battalion 21, of Lakehurst, N.J., is trained to be in any trouble spot in the world within 48 hours to respond to terrorist activities. Recently RNMCB 21 took part in *Atlantic Stinger '89*, a training exercise at NAS Bermuda, for active duty and reserve forces.

According to CDR Frank E. Falcone, commanding officer of RNMCB 21, this was the first overseas deployment of a reserve construction battalion air detachment. It was also the first time Air Force C-5As were used for this type of deployment.

This was the *Atlantic Stinger '89* scenario: The island had sustained severe damage to runways and other facilities, with heavy personnel casualties, and terrorists were active on the island.

The Seabees assessed damage and began repairs, augmented NAS Bermuda's security forces and were on

alert for possible terrorist attacks.

The air detachment worked through the night to establish their base camp, while remaining on guard against terrorist attacks. The "terrorists" arrived on shore before dawn the following morning. The detachment spotted them and waited for them to set off "mines" (flash bulbs)



Steelworker 2nd Class Gene Kershner explains how to rig trip wires with flash cubes to CDR Falcone.

by tripping over a wire. Then, the defensive outposts opened fire, repulsing the attack.

While the air detachment was consolidating from the early morning action, a terrorist attack on the base led to a dangerous "hostage" situation.

During the incident, a "hostage" and a "terrorist" were "killed." Seabees dispatched their quick reaction team to establish a perimeter at the scene, allowing no one to enter, while the hostage negotiation team tried to work things out.

Throughout the exercise, different terrorist and hostage situations were handled by the integrated service detachment. And when the field exercise was over, reserve Seabees took on their second year of construction projects on base. RNMCB 21 built a warehouse, poured concrete, remodeled the play area of the base's day care center, built a new office building, bathroom facility, on-base recreational area and a bus stop.

"This exercise was phenomenal. It worked well because of the planning and hard work from everyone in the battalion, including the support we received from personnel at our readiness support site," said Falcone. "*Atlantic Stinger '89* was a total team effort." ■

— Story and photo by CE2 Robert A. Germinsky, a construction electrician with Naval Reserve Construction Battalion 21, Lakehurst, N.J.

Sailors have 'mixed emotions' about their music

What are "mixed emotions?" Mixed emotions could be the simultaneous mental state of joy, love, fear, hate or any number of other feelings — or it could be a sound made by a band of mixed individuals, with mixed musical interests, from different parts of the country.

Aviation Boatswain's Mate (Fuels) Airman Apprentice Ralph M. Rivera and Operations Specialist Seaman Apprentice Pete Baldwin decided that "Mixed Emotions" would be a good name for this five-member band aboard USS *Saipan* (LHA 2). "We were sitting around trying to find a name for the band and Ralph wrote the song 'Mixed Emotions.' We're from different parts of the nation and have different musical influences, like jazz, dance, rock and soul music. So we named ourselves after the song," Baldwin explained.

"The group started when Airman Apprentice Eugene Joubert, who later became the band's lighting technician, showed me some stored band equipment," Rivera said. By then,

Rivera and Baldwin were already "jamming" together. The two musicians needed more room to practice, which was provided by *Saipan's* morale, welfare and recreation officer, LT Ran Wittry.

Once they had room to play, three more sailors joined "Mixed Emotions": Seaman Robert Harrington, sax and back-up vocals; Disbursing Clerk Seaman Paul Szollosi Jr., trombone and back-up vocals; and Seaman Eric Wright, drums.

Determination keeps the group going strong. According to Rivera, they often practice after work until two in the morning, which is sometimes necessary to perfect "Mixed Emotions" original music.

"We composed nine songs in three weeks," said Rivera, who writes songs with Baldwin and Photographer's Mate Airman Apprentice Anthony "Gator" Sherman. "Vocals and instruments were able to synchronize and get it together."

"Mixed Emotions" recently competed in an amateur night at Naval

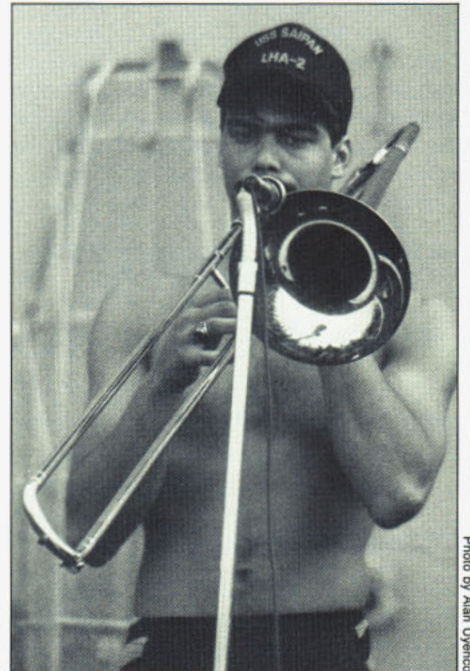


Photo by Alan Uyemoto

Station Guantanamo Bay's Enlisted Club. They brought down the house with their originally-written music and walked away with a trophy and tickets for free dinners. The trophy was presented to *Saipan's* commanding officer, CAPT A. A. Granuzzo.

Rivera said the group continues to play their fusion of different musical styles with such dedication because, "Music gives us something to look forward to after a long day."

The band members hope to live up to their name no matter who they play for, which may indeed leave their audience with welcomed, but mixed emotions. ■

— Story by JO3 Michael Massung, Public Affairs Office, USS *Saipan* (LHA 2).

Above: DK3 Szollosi plays the trombone at a steel beach picnic. Left: *Mixed Emotions* presents its trophy to *Saipan's* commanding officer, CAPT Granuzzo.



Photo by PHC J.D. Bessinger

Mail Buoy

Less is more?

In the November 1988 issue of *All Hands* there is an article on Page 2, titled "The military says no," which appears to have some confusing and contradictory information.

In paragraph two of the article, it stated that "smoking is also on the decline, as 54 percent of military personnel reported that they did not smoke during the last 30 days." In the next sentence, the article states that the percentage is down from 57 percent. If, in fact, 57 percent of the military personnel indicated on an earlier survey that they had not smoked in the last 30 days, and the percentage has now dropped to 54 percent, then smoking is on the RISE by 3 percent according to your survey.

If smoking is really on the RISE, then the article makes no sense and the military is losing the "battle."

The article also states "military personnel," which implies all military personnel. If you mean "of military personnel surveyed," then I recommend you state that. I further recommend that if you are talking about surveys, you let the reader know how many military personnel you surveyed and which branch of service they belong to.

No, I am not a statistician. Yes, I do believe in keeping the facts straight as my job, as well as yours, depends on it.

— LTJG T.M. Vassar
Assistant Public Works Officer
Naval Communication Station
Stockton, Calif.

• *Good catch. Smoking in the military is on the decline; in 1985, 54 percent said they hadn't smoked in the last 30 days, which improved to 57 percent in 1988. Those figures were transposed in the secondary source from which we took our article. By going to the primary source, we not only discovered the transposition error, we also learned that the 1988 survey represented the responses of 17,213 military personnel from a survey of 26,526 service members, from all U.S. branches, around the world. —ed.*

ESWS Marines

The January 1989 edition of *All Hands* salutes Marine Corporal Peter J. Kolb for earning the Enlisted Surface Warfare Pin

aboard USS *Forrestal* (CV 59). I certainly congratulate Cpl. Kolb for this display of motivation and initiative which reflects favorably on him and the Marine Corps.

However, I would like to note that he is not the first or only Marine to achieve this honor. I had the privilege of having two Marines awarded this distinction during the spring of 1988. Gunnery Sergeants William H. Allen and James F. Jenkins served with me and were awarded the ESWS pin by CDR David Brewer during ceremonies aboard USS *Bristol County* (LST 1198).

Marines such as Gunnery Sgts. Allen and Jenkins and Cpl. Kolb are to be commended for their diligent efforts. It is professionals like these who help truly bond the Navy-Marine team.

— 1st Lt. Dennis Miles
CO, Hq. and Svc. Co.
3d Assault Amphibian Battalion
Camp Pendleton, Calif.

Credit where credit is due

Your article, "Resourceful's endeavor" (December 1988, *All Hands*) was met with incredulity and the question, "How can they donate a two-page spread for a dry dock, and then write, 'for most of the 40 crew members of *Resourceful*, this is the first time they have seen anything on the blocks in the dry dock'?"

They obviously don't have many dockings! USS *Los Alamos* (AFDM 7) is very rarely without a unit or units on her blocks, and newly assigned individuals are usually indoctrinated with a docking/undocking evolution within a week of their arrival. Many believe we would have been a more interesting study for floating dry docks, as we are the busiest and most versatile dry dock in the fleet. Our motto is "Not just another dry dock."

We are a support facility, shore power station and auxiliary tender and dry dock; we have the versatility of an oiler, the power capabilities of a tender, the special abilities of a dry dock, the pride of past accomplishments and the knowledge that we can do anything in support of our mission. In my four years aboard *Los Alamos*, we have won the Battle "E," Meritorious Unit Commendation and were a SubLant semi-finalist in the Ney Award competition.

We have won the engineering red "E"

for four consecutive years, the supply blue "E," medical "M," repair "R" (for three consecutive years), damage control "DC" and a host of other awards and accolades. We have performed a myriad of "firsts" within our class of ship: first multiple unit docking; first undocking of a submarine, basin rebuild and docking of another submarine within a 24-hour period, first ISIC conducted PEB of any dry dock; first submarine battery change-out aboard any dry dock; implemented the first-ever mainspace fire doctrine for large afloat docks; . . . the list goes on.

Permanently deployed at Site One, Holy Loch, Scotland, *Los Alamos* is a 513-foot long, four-sectioned dry dock with lift capacity of 32,000 tons. The only fully independent dry dock in the fleet, *Los Alamos* is equipped with eight caterpillar D-398 diesel generators, three shore power stations (currently being upgraded to five), four low-pressure air compressors, four fire pumps, four boilers, two ASW stations and refuel/defuel stations.

We are fully capable of supplying services simultaneously, at a moment's notice, to three SSBNs, three tug boats, two YFNs and ourselves, including shore power, potable water, steam, compressed air, fuel and messing facilities for all hands.

Our crew is comprised of five officers, 12 chief petty officers and 175 enlisted, in 14 different ratings ranging from engineers to personnel support. The pride and professionalism displayed by the personnel of *Los Alamos* rank among the very best in the Navy today. We are highly trained professionals who have what it takes to perform the most arduous tasks under conditions that are frequently adverse. We have the capabilities and we can do it! We are: "Your full-service dock, L.A."

— EM2 J.R. St. Pierre
USS *Los Alamos* (AFDM 7)

• *No doubt about it, sounds like Los Alamos works hard and does a great job. If you would like to see a story in All Hands featuring AFDM 7, please send us one. We can always use interesting stories, (3 to 6 pages, double-spaced) with lots of black-and-white or color (Kodachrome) photos. Our address is: All Hands, NIRA, 601 N. Fairfax St., Suite 230, Alexandria, Va. 22314-2007. —ed.*

Reunions

• **USS YDG 7** — Reunion proposed. Contact Jim Oliveira, 28 Anthony Ave., Bristol, R.I. 02809; telephone (401) 253-8726.

• **USS Woolsey (DD 437)** — Reunion Sept. 7-9, Williamsburg, Va.; telephone Tony Schiavone (804) 220-0991.

• **USS Allen M. Sumner (DD 692)** — Reunion Sept. 20-23, Norfolk. Contact Roy W. Ferguson, 145 N.E. Fatima Terrace, Port St. Lucie, Fla.; telephone (407) 878-3422.

• **USS Chester (CA 27)** — Reunion Sept. 21-24, Portland, Ore. Contact Clint Moffitt, 2036 N.W. 14th, Gresham, Ore. 97030.

• **USS Wilson (DD 408)** — Reunion Sept. 21-24, Washington, D.C. Contact Ray Holder, 2602 Stephenson Drive, Wilmington, Del. 19808; telephone (302) 994-1848.

• **USS Card (CVE 11) and all air squadrons** — Reunion Sept. 21-24, San Diego. Contact Joe Macchia, 8920 Melrose Road, Melrose, Fla. 32666.

• **USS Frankford (DD 497)** — Reunion Sept. 22-24, Tacoma, Wash. Contact George Borgia, 6911 47th St. (Court East), Puyallup, Wash. 98371; telephone (206) 922-9498.

• **USS Zellars (DD 777)** — Reunion Sept. 22-24, Norfolk. Contact Tom V. Ward, 420 Betsy Ross Road, Virginia Beach, Va. 23462; telephone (804) 497-6445.

• **USS Almaack (AK 27/AKA 10)** — Reunion Sept. 22-26, Fayetteville, W.Va. Contact Joseph Benedict, 5292 W. 52nd St., Parma, Ohio 44134; telephone (216) 741-3843.

• **USS Case (DD 370)** — Reunion Sept. 22-26, Portland, Maine. Contact John Hinson, P.O. Box 67, Twainharte, Calif. 95383; telephone (209) 586-4393.

• **USS Minneapolis (CA 36)** — Reunion Sept. 27-Oct. 1, New Orleans. Contact Glenn A. Stephens, 2455 Cheviot Drive, Fort Collins, Colo. 80526; telephone (303) 482-6026.

• **USS Dobbin (AD 3), USS Dewey (DD 349), USS Macdonough (DD 351) and USS Worden (DD 352)** — Reunion Sept. 27-Oct. 1, Dallas. Contact Clarence V. Rudd, 1347 N.W. Hartford, Bend, Ore. 97701; telephone (503) 389-4919.

• **USS Orion (AS 18)** — Reunion Sept. 28-30, Charleston, S.C. Contact Robert K. Arant, 1826 Robinson Drive, North Augusta, S.C. 29841; telephone

(803) 279-5638.

• **USS Jeffers (DD 621/DMS 27)** — Reunion Sept. 28-Oct. 1, Baltimore. Contact Warren O. Hilton, 209 S. Hall St., Morrison, Ill. 61270; telephone (815) 772-2422.

• **USS Wickes (DD 578)** — Reunion Sept. 28-Oct. 1, Wichita, Kan. Contact William F. Kemp, Route 1, Box 7, N. St. Road, Elkhart, Kan. 67950; telephone (316) 699-4459.

• **USS Fletcher (DD/DDE 445)** — Reunion Sept. 28-Oct. 1, Sacramento, Calif. Contact Edward A. Horsman, 313 Deers Head Blvd., Salisbury, Md. 21801; telephone (301) 742-0276.

• **USS Bagley (DD 386)** — Reunion Sept. 29-Oct. 1, St. Louis. Contact Walter S. Morley, Box 608, West Dennis, Mass. 02670; telephone (508) 398-8553.

• **USS Fessenden (DE 142/DER 142)** — Reunion Sept. 28-Oct. 1, Norfolk. Contact Joe Kirsch, 424 Plummer Drive, Chesapeake, Va. 23323; telephone (804) 487-1137.

• **U.S. Naval Cryptologic Veterans Association** — Reunion Sept. 28-Oct. 1, Arlington, Va. Contact Bud Simpson, 16103 Roblynn Court, Laurel, Md. 20707; telephone (301) 490-7141.

• **USS New Mexico (BB 40)** — Reunion Sept. 29-Oct. 1, Pittsburgh. Contact LeRoy K. Miller, 8619 Villa Crest Drive, St. Louis, Mo. 63126; telephone (314) 842-1806.

• **USS White Plains (CVE 66/VC 4)** — Reunion in Sept., Milwaukee. Contact Robert Johnson, 2283 E. 15th Ave., North St. Paul, Minn. 55109; telephone (612) 633-6422.

• **USS Flint (CL 97)** — Reunion Oct. 3-6, Reno, Nev. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503.

• **USS Chandeleur (AV 10)** — Reunion Oct. 3-8, North Charleston, S.C. Contact Kenneth E. Boyd, Route 4, Box 145, Culpeper, Va.; telephone (703) 854-5076.

• **USS Monrovia (AP 310)** — Reunion Oct. 4-8, Charleston, S.C. Contact Hilton P. Dana, 3799 S. Banana River Blvd. Apt. 507, Cocoa Beach, Fla. 32931; telephone (407) 784-0619.

• **USS Wharton (AP 7)** — Reunion Oct. 4-8, Charleston, S.C. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148; telephone (617) 324-6121.

• **USS Helm (DD 388)** — Reunion Oct. 4-8, Norfolk. Contact Clifford Ryan, 6957 Riddick St., Norfolk, Va. 23518; telephone

(804) 855-5976.

• **USS Machias (PF 53)** — Reunion Oct. 5-7, Milwaukee. Contact John R. Jones, 806 Helene St., Wantagh, N.Y. 11793; telephone (516) 731-0442.

• **USS Chevalier (DD 451)** — Reunion Oct. 5-7, Sun City Center, Fla. Contact Kurt W. Bocian, 24853 96th Ave. South, Apt. 1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

• **USS Ellyson (DD 454/DMS 19)** — Reunion Oct. 5-7, Indianapolis. Contact James R. Galbreth, 8927 Carriage Lane, Indianapolis, Ind. 46256; telephone (317) 849-3315.

• **USS Hammann (DD 412) and USS Gansevoort (DD 608)** — Reunion Oct. 5-8, San Diego. Contact Clyde A. Conner, Route 1, Box 1, Grafton, W.Va. 26354; telephone (304) 265-3933.

• **USS Kleinsmith (APD 134)** — Reunion Oct. 5-8, St. Louis. Contact Reverend Victor E. Ramsey, 49 Glen Crossing Road, Edwardsville, Ill. 62025; telephone (618) 288-9966.

• **USS Waller (DD 466)** — Reunion Oct. 5-8, Lafayette, La. Contact R.D. Sandefur, 133 Girard Woods Drive, Lafayette, La. 70503.

• **USS Langley (CV 1/AV 3)** — Reunion Oct. 5-9, San Jose, Calif. Contact Earl L. Dixon, 1075-275 Space Park Way, Mountain View, Calif. 94043; (415) 968-5172.

• **North China Marines and Navy (1945-1949)** — Reunion Oct. 5-20 in North China. Contact Robert Burns, HCR 66, Box 342, Yellville, Ark. 72687.

• **USS Lindsey (DM 32)** — Reunion Oct. 6-10, Reno, Nev. Contact J.L. Arrington II, 5197 Suwannee Road, Spring Hill, Fla. 34607.

• **Naval Airship Association** — Reunion Oct. 7-9, Jacksonville, Fla. Contact George Allen, 2547 Hyde Park Road, Jacksonville, Fla. 32210; telephone (904) 388-0210.

• **USS Atlanta (CL 51) and USS Juneau (CL 52) survivors** — Reunion Oct. 9-12, Gloucester, Mass. Contact W. B. McKinney, 49 Newmarch St., Ipswich, Mass. 01938; telephone (508) 356-3775.

• **USS Miller (DD 535) 1943-1975** — Reunion Oct. 10-12, Charleston, S.C. Contact William L. Hewes Jr., 259 Solana Drive, Los Altos, Calif. 94022; telephone (415) 948-8677.

• **USS Wadsworth (DD 516)** — Reunion Oct. 10-14, Nashville, Tenn. Contact Carl E. Werner, 717 Shawnee Ave., Cumber-

Reunions

land, Md; telephone (301) 722-8248.

• **USS Braine (DD 630)** — Reunion Oct. 10-15, Norfolk. Contact Doug Hotchkiss, Rural Route 8, Box 92, Bridgeton, N.J. 08302; telephone (609) 451-0808.

• **USS Houston (CA 30/CL 81)** — Reunion Oct. 10-15, San Antonio, Texas. Contact John Skarzenski, 4268 Palm Ave., Apt 128., San Diego, Calif. 92154; telephone (619) 690-5619.

• **USS Mission Bay (CVE 59)** — Reunion Oct. 12, Orlando, Fla. Contact Herbert H. Freise, 2308 W. Wheeler, Seattle, Wash. 98199; telephone (206) 281-9358.

• **USS Leyte (CV 32/CVA 32/ CVS 32/AUT 32/all air groups)** — Reunion Oct. 12-14, Memphis, Tenn. Contact Clarkson B. Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.

• **USS LCSL-Mark 3** — Reunion Oct. 12-14, San Diego. Contact Henry "Jeff" Jeffers, P.O. Box 9087, Waukegan, Ill. 60079; telephone (312) 623-7450.

• **USS Major (DE 796)** — Reunion Oct. 12-15, Orlando, Fla. Contact Bob Young, P.O. Box 251, Gardena, Calif. 90248; telephone (213) 321-5949.

• **USS Bismarck (CVE 95/VC 86)** — Reunion Oct. 12-16, Charleston, S.C. Contact James R. Taylor, HC 2, Box 298W, Canyon Lake, Texas 79133; telephone (512) 935-5247.

• **Mainside or Squadron personnel at NAS Corpus Christi, Texas (1964-1967)** — Reunion Oct. 13-15, Corpus Christi, Texas. Contact Sidney (Hagerman) Engberg, 1817 N. Summit St., Wheaton, Ill. 60187; telephone (312) 690-8517.

• **USS Intrepid (CV 11/CVA 11/ CVS 11)** — Reunion Oct. 14, New York. Contact Robert Mac Lachlan, 57 Schooleys Mountain Road, Long Valley, N.J. 07853; telephone (201) 876-9231.

• **USS Garfield Thomas (DE 193)** — Reunion Oct. 14-16, Washington, D.C. Contact Howard Ferguson, 12 W. Lillie Ave., Beach Haven Park, N.J. 08008; (609) 492-5558.

• **USS Foote (DD 511)** — Reunion Oct. 15-18, San Antonio, Texas. Contact Wilbur V. Rogers, 12243 Brookshire Ave., Baton Rouge, La. 70815; telephone (504) 275-9948.

• **USS Kitkun Bay (CVE 71/VC-5/ VC-63/VC-91)** — Reunion Oct. 19-20, Seattle. Contact John G. Richter, W63 N374 Hillcrest, Cedarsburg, Wis. 53012; telephone (414) 377-2297.

• **USS Smalley (DD 565)** — Reunion Oct. 19-21, St. Louis. Contact Marvin A. Raap, Route 1, Box 5, Pierpoint, S.D.; telephone (605) 325-3389.

• **USS Saginaw Bay (CVE 82/VC 78/VC 88)** — Reunion Oct. 19-21, Charleston, S.C. Contact Earl Homman, 4220 Old Mill Road, Lancaster, Ohio 43130; telephone (614) 654-1651.

• **USS Grayson (DD 435), USS Meredith (DD 434), USS Houston (CL 81), USS Monssen (DD 436)** — Reunion Oct. 19-21, New Orleans. Contact John Passarella, 11240 W. 76th Way, Arvada, Colo. 80005; telephone (303) 421-4754.

• **USS Delong (DF 684)** — Reunion Oct. 20-21, Norfolk. Contact Joseph Sapolosky, 42 William St., East Hartford, Conn. 06108; (203) 528-6131.

• **USS Haggard (DD 555)** — Reunion Oct. 20-22, Portsmouth, Va. Contact J. Fred Turner, Route 4, Box 274, Smithfield, Va. 23430; telephone (804) 357-4225.

• **Argus Unit 18** — Reunion Oct. 20-22, Dallas. Contact A. W. Newman, 325 Shepards Hill, Rockwall, Texas 75087; (214) 722-0098.

• **AROU 1/AROU 2 (World War II)** — Reunion Oct. 20-22, Atlanta. Contact Gene Lowe, 4324 Cherokee Trail, Gainesville, Ga. 30501; telephone (404) 536-4008.

• **USS Saint Lo (CVE 63/VC 65)** — Reunion Oct. 23-26, Minneapolis. Contact E.H. "Holly" Crawford, 1910 Windsor Way, Reno, Nev. 89503; telephone (702) 747-0884.

• **USS John C. Butler (DE 339)/Taffy 3 ships** — Reunion Oct. 25, Charleston, S.C. Contact Chester W. Skoczen, 326 Chestnut St., North Syracuse, N.Y. 13212; telephone (315) 458-4395.

• **USS Gatling (DD 671)** — Reunion Oct. 26-29, Norfolk. Contact Eugene P. Woodward, 3301 Maverick St., Virginia Beach, Va. 23452; (804) 340-1496.

• **USS Howorth (DD 592)** — Reunion Oct. 26-29, San Diego. Contact Larry Nelson, P.O. Box 93, Nelson, Ill. 61058.

• **USS Florence Nightingale (AP 70)** — Oct. 26-29, Charleston, S.C. Contact Stan Newland, 2202 Hortense Ave., Seaford, N.Y. 11783; telephone (516) 221-0818.

• **Orange County Council, U.S. Navy League** — Navy Day, Oct. 27, Anaheim, Calif. Contact R.J. Martin, 18615 San Marcos St., Fountain Valley, Calif. 92708.

• **USS Pringle (DD 477)** — Reunion Oct. 27-29, San Diego. Contact William L. Her-

man, 1427 Woodbridge Road, Baltimore, Md. 21228; telephone (301) 788-5829.

• **USS Coates (DE 685)** — Reunion Oct., Hyannis, Mass. Contact Charles Katan, 5 Tilden Road, Danbury, Conn. 06810; telephone (203) 748-3036.

• **USS Arcturus (AK 18/ AKA 1) 1940-1945** — Reunion Oct., Virginia Beach, Va. Contact H.O. "Charlie" Noble, P.O. Box 671502, Houston, Texas 77267-1502.

• **Torpedo Squadron 10** — Reunion early Oct., Chicago area. Contact T.C. Nelson, 7425 N.W. Hoodview Circle, Corvallis, Ore. 97330; (503) 745-5853.

• **USS LaPorte (APA 151)** — Reunion Nov. 8-12, LaPorte, Ind. Contact John H. Warner, 67 Jacobs Highway, Binghamton, N.Y. 13901; telephone (607) 722-1342.

• **USS Burleigh (PA 95)** — World War II Reunion Nov. 9-13, Norfolk. Contact Carl H. Bell, 1470 Cranbrook Drive, Hermitage, Pa. 16148; (412) 342-7598.

• **USS Shubrick (DD 639)** — Reunion proposed Fall 1989. Contact M.J. Valltos, 9501 Tuba Court, Vienna, Va. 22182; telephone (703) 938-8099.

• **USS Healy (DD 672)** — Reunion proposed. Contact Robert J. McCulloch, 3136 N. U.S. 35, LaPorte, Ind. 46350; telephone (219) 326-7369.

• **LCI 560** — Reunion proposed. Contact Garnett Coffey, 1029 North Bend Road, Cincinnati, Ohio.

• **USS Rochester (CA 124)** — Reunion proposed. Contact John Thompson, 665 School St., Stoughton, Maine 02072; telephone (617) 344-6354.

• **USS Alhena (AKA 9)** — Reunion proposed. Contact Chris Walker, 2612 Dogwood Ave., Savannah, Ga. 31404.

• **USS Saint Paul (CA 73)** — Reunion proposed. Contact J. D. Guarnere, 189 Hilldale Drive, Nederland, Texas 77627; telephone (409) 722-8807.

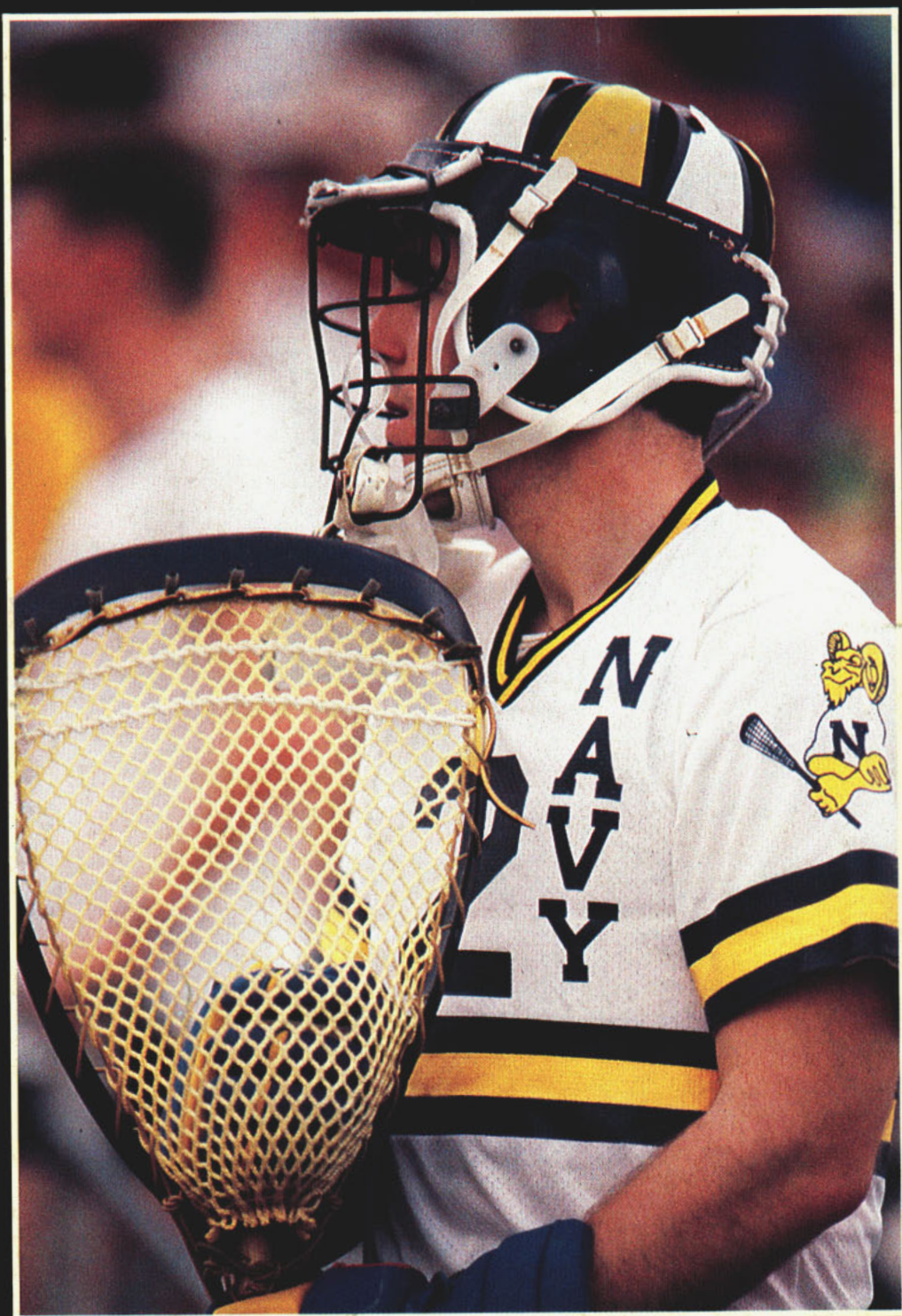
• **USS/USCGC Glacier (AGB/WAGB 4)** — Reunion proposed. Contact CWO4 Bruce J. Brady, USCG MLC Pacific (VPL 2), Bldg 50-7, Coast Guard Island, Alameda, Calif. 94501-5100; telephone (415) 437-3399.

• **USS Ingraham (DD 694)** — Reunion proposed. Contact Arthur M. Jones, 1817 W. Main, Massillon, Ohio 44646; telephone (216) 832-2917.

• **USS Charles R. Ware (DD 865)** — Reunion proposed. Contact Vince Lowry, 925 Sanger St., Philadelphia, Pa 19124; telephone (215) 831-8563.

The personalized license plate says it all for the proud Navy man who owns this pickup truck parked along the Norfolk Naval Base waterfront. Photo by JO2(SW) Joe Gawlowicz.





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